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American Railroad Journal.

New York, Saturday, November 16, 1867.

Louisville, Cincinnati and Lexington R. R.

The contractors upon the Cincinnati Branch of the Louisville, Cincinnati and Lexington Railroad are pushing their work uninterruptedly. The cost for graduation and masonry will be about \$1,400,000. Of this amount, there will have been disbursed at the end of the present month \$450,000 to \$500,000, being about thirty per cent. of the whole amount of the item of graduation. The cross-tie contracts have been let, and the contractors are now getting fairly under way. In carrying forward this great enterprise, the managers have adopted a plan as wise and advantageous as it is unusual. The work has been so expended on the more heavy and difficult portions of the road, that the whole is now sufficiently in hand to secure its completion in the contract time. The foundations of all the most important bridges have been put in this season, and the masonry is well advanced. The most noteworthy bridge along the line is that across the Kentucky River, at Worthville, about seven miles above Carrollton. It will be seven hundred feet in length. The foundations of this bridge are said to be marvels

of engineering skill. They are sunk in deep water, and in a manner entirely original. The masonry is now above water, and is going regularly forward. It is expected that the road will be finished and opened to travel in the spring of 1859.

Northwestern Connecticut Railroad.

A survey is now being made for a contemplated railroad, to be called the "Northwestern Connecticut," to start from Springfield, Mass., and intersect the Canal Railroad at Granby, Conn.; the Naugatuck Railroad at Winsted; the Housatonic at Canaan; the Harlem at Sharon, and terminating at Washington Hollow, N. Y., on the Dutchess and Columbia Railroad, with a contemplated branch from New Hartford to Hartford, Conn. The whole length of main line is about seventy-five miles. Enthusiastic meetings in favor of the road have been held at Winsted, and the money for the survey has been raised by towns along the route.

Fredericksburg & Gordonsville Railroad.

At the recent annual meeting of this company in Fredericksburg, Va., the old officers were re-elected, viz: President, C. M. Braxton; Secretary and Treasurer, A. A. Little; Directors, M. Slaughter and W. T. Hart. The President's report states that the capital stock was increased to \$1,000,000 and the privilege of issuing bonds and borrowing money was granted by the Legislature, and permission also to make Charlottesville the western terminus, if desired. The present value of work already done is estimated by an instrumental examination at \$450,000, and the outlay of \$140,000 would make the road bed for forty miles ready for the superstructure. Several parties are anxious to enter into contract for the future. If all the private stock is relinquished, arrangements can be made to secure the completion of the road.

Boston and Albany Railroad.

The consolidation of the Boston and Worcester and the Western Railroads will take place on the 1st of December; though the January dividend, which it is understood will be five per cent., will be paid by the respective Treasurers of the two corporations. The terms of consolidation are not yet agreed upon, and should the new Board of Directors fail to settle the question, Commissioners will be appointed by the Supreme Court.

Georgia Railroad and Banking Co.

The receipts from operations of the road of this company for the fiscal year ending March 31, 1867, have been as follows:

From passengers	\$429,024 92
" freight	676,509 81
" mail	30,607 72
	\$1,136,141 95

Ordinary expenses, viz:

Conducting transp.	\$142,524 79
Motive power	249,265 21
Maintenance of way	163,605 92
Maintenance of cars	67,677 34
	623,073 26

Income, 45 per ct. of gross earnings. \$513,068 69

Disbursed as follows, viz:

Paid for new depots	\$23,588 82
Rebuilding engines	35,000 00
New tools for shops	5,974 17
Timber for renewing track	88,953 75
Extra labor in laying same	9,610 00
New iron	36,585 84
New bridges	42,846 26
Houses at water stations	1,350 00
Rebuilding cars	15,500 00
Building new cars	28,100 00
Government tax	29,204 23
	266,713 07

Net profits over all payments. \$246,355 62

The gross earnings of the previous year (from May 15, 1865, to March 31, 1866,) were \$1,155,397 92; and the expenses, including \$85,688 90 for new work, taxes, etc., were \$640,478 95—leaving as net profits over all payments, \$514,918 97.

It will be seen from the above that for the two years succeeding the war, the road has made, over and above all ordinary expenses of management, \$1,113,676 56, or about 25 per cent. upon the capital stock and bonded debt of the company. But as the company had at the close of the war no available funds on hand, a large amount of these net earnings, shown above to have been \$352,401 97, has been used in paying for the extraordinary work of renewing track, rebuilding bridges, depots, locomotives, cars, etc., leaving as net profits over all payments the sum of \$761,274 59, of which amount \$625,306 have been used in redeeming the notes of the Georgia Railroad and Banking Co., and the balance has been paid to

the stockholders in dividends, of which $6\frac{1}{2}$ per cent. has been declared. The President, in his report, says:

The business of the year has been somewhat better than anticipated in last year's Report. As will be seen the receipts, both gross and net, are about equal to those of that portion of the previous year for which an available currency was received.

The profits of the two years compare thus:

Gross profits for 1865-'66	\$1,155,397 92
1866-'67	1,136,141 95
Decrease in gross profits	\$19,255 97
Net profits for 1865-'66	\$514,918 97
1866-'67	513,068 69
Decrease in net profits	\$1,850 28

This is a very small decrease in profits for the year, though it may be here remarked that the previous year was made to commence on the 15th of May, and in that year no Mail Pay was credited.

It will be seen that in the 22½ months, from the 15th of May, 1865, to the 31st of March, 1867, the net earnings of the road have exceeded $12\frac{1}{2}$ per cent. per annum upon the capital stock. There is no mistake or deception about these profits, and if the money is not in the Treasury, or all available for dividends, it is accounted for by the payment of the debts of the company, and the restoration of the road and rolling stock, impaired or destroyed by the war. It is known to the stockholders that the ample current effects of the company provided to redeem the current liabilities of the bank, were mostly absorbed in Confederate currency, leaving the debts of the company, including more than one million of circulation, unpaid and unprovided for. The State Bonds and Treasury Notes, to a large amount, were repudiated, and "Bills of other Banks," to the amount of near \$400,000, have also become almost worthless. In fine, the ample means provided by the company for the payment of its liabilities, both funded and floating, have been swept away by the war and its incidents, and the heavy expense of restoring the road and outfit from a ruined condition, and paying its liabilities, has been thrown mainly on profits. The stockholders will doubtless agree that they could not have been better appropriated than to these essential purposes, and the Directors have very reluctantly yielded to the pressing wants of the stockholders in paying any dividends, before a complete restoration of property, and the full payment of the floating debt. Much has been done towards these important objects, and much yet remains to be done. Since the return of peace the property of the company has been greatly improved—

1st. By a more thorough ditching and drying the road bed—a very important work which had been much neglected during the war.

2d. By a very expensive, but absolutely essential, renewal of timbers, especially cross ties. In the last two years there have been 283,900 new cross ties put in the track—an equivalent of material for $107\frac{1}{4}$ miles of new road! To this may be added \$72,489 for new track.

3d. By two new and expensive bridges—one of iron—nine new depots to replace those burnt, and a new machine shop at Atlanta.

4th. By rebuilding and repairing cars, and building new ones. The number of cars "in running order" at the close of the war was about 70. It is now 399, a large number of which are entirely new or thoroughly repaired. This does not include passenger and baggage cars.

5th. From 12 engines "in running order," we now have 28 "in good order." Some of them entirely rebuilt and as good as new, besides four others in a state of forwardness in progress of reconstruction.

6th. By the purchase of a very valuable set of constructing and repairing tools, of Sells's make. As labor saving instruments these tools were very important, in fact almost absolutely necessary;

with the heavy and increased labor in the machine shop.

These heavy expenditures have been made and paid from the resources of the company, and mainly from its profits. Not an engine or a single car has been purchased or ordered—the policy of the company being, as far as possible, to give employment to our own suffering laborers and mechanics. This policy has been the more readily adopted as, from close calculations, it is believed to be consistent with a sound economy.

The amount of expenditure for these objects may be seen in detail elsewhere, and they have been made and paid without the use of credit, and without any increase of debt. On the contrary, the debt of the company has been largely reduced. In this connection, we may briefly refer to the second principle demand upon the Treasury, to account for the profits of the last two years.

In May, 1865, the bonded debt was\$254,500

At the same period the bank circulation

was 941,901

Bonds and circulation\$1,196,401

On the 31st March the bonded debt

was\$386,000

Do. Circulation was 185,095

571,095

Reduction of debt since May, 1865\$625,306

Thus it will be seen, that whilst the bonded debt has been increased only \$131,500, the circulation has been reduced \$766,806, making an aggregate reduction of debt of \$625,306 as above stated. This too is omitting any notice of deposits, and large amounts of back interest on bonds, the coupons on which were held back during the war. It may be proper here to state, that the company has declined to issue any bonds, except in renewal, and to fund the bank circulation. This circulation, being a large and immediate demand, has been very embarrassing to the company in its crippled condition. It will be seen that it is reduced to a small amount. It now comes in slowly, and will not it is hoped hereafter very materially interfere with the financial policy of the company.

The Superintendent refers in detail to the ruined condition of the road, its rolling stock and other property, at the end of the war. The heaviest and most pressing demands for renovation and repair have been met, but other expenditures should not be delayed longer than consistent with the resources of the company. A round house for the protection of engines, and a freight depot at Atlanta, are pressing wants, and will cost from \$40,000 to \$60,000, according to the plans that may be adopted. The Superintendent also estimates that \$80,000 per annum should be appropriated for new iron, until the remainder of the main line shall be relaid. The rebuilding of the rolling mill at Atlanta, of which there is now flattering prospects, would greatly simplify this important job, and reduce the expenditure to the cost of re-rolling the old material.

With the aid of some effects (the remains of the old reserved fund) of uncertain value, all these demands may be met—together with small dividends, provided the profits of the last two years can be maintained. Can they be relied upon for the future? All calculations are idle, in the present condition of the country, in which nothing is certain but uncertainty. Some speculations, however, can do no harm, if they do no good. The Superintendent, refers to new and unexpected competition from Atlanta to the Northern cities. Are we likely to suffer hereafter as much or more by this "unnatural competition?" The difference in line of railroad is about 450 miles, and the difference in grades full 40 feet to the mile! Many early calculations on the capacity of railroads to carry bulky freights long distances have been disappointed, but there are still some disadvantages in competing with water carriage that cannot be overcome. What has caused this diversion of cotton from Southwestern Georgia, Macon,

Atlanta, Rome, and other points South, directly to New York over the Virginia and Western route? It is simply the power of capital. Business will follow capital. This is especially true of the cotton trade. Buyers will ship to almost any point where they can get advances. The banking and business capital of Augusta was destroyed by the war. The same may be said of Charleston and Savannah. Charleston, before the war, had large and increasing resources. Its shipping was ample, and so was its commercial capital. Its wholesale establishments furnished ample supplies to the country merchant. Cotton was largely sold there, and supplies freely purchased. For this legitimate business the roads extending West were the natural feeders and outlets, and had no competition. The merchants West, within reasonable range, sold and bought there to a large extent, because they found they could do better there than elsewhere. There was ample business, and the roads running from the interior to the sea coast had it at remunerating rates, because it naturally belonged to them. All this for the present has been changed by the war. Two disastrous fires, and four years siege, have destroyed the shipping—the commercial capital, and the wholesale trade of Charleston. In like manner the business capital of Augusta has been swept away by the effects of war and collapse of Confederate credits. In fine, the business attractions of Augusta and Charleston have been weakened for the present by the loss of capital, and the tendency is to follow capital directly North, from all points West, whose location offers the least chance of competition, even at great disadvantage in transportation.

This unnatural competition cannot continue long after the country becomes settled, and trade falls into its natural channels. The Superintendent truly remarks that Charleston is rapidly reviving. Its location will attract to it foreign capital, so soon as confidence is restored. Capital, like labor, will always be attracted to the point where it can be most profitably employed. The same may be said of Augusta, which from its choice of ports and markets, has always been known as one of the best interior cotton markets in the South.

This competition over 750 miles of railroad of high grades, against 307 miles of low grade, cannot continue long. It will cease when the capital and business attractions are restored to Southern ports and markets. These Northern ports are not the natural Atlantic outlets for the cotton even of Memphis—the great trade centre of the valley. Hence the restless anxiety of the energetic and able President of the Memphis and Charleston Railroad for a road, from Decatur direct by way of Atlanta to Charleston. He is now running in connection with the Norfolk route, and finds it will not do. In his last report he again calls the attention of his stockholders to the importance of the direct Charleston route. He is willing to throw out the use of one-half his road, to give the other the advantage of direct connection with a South Atlantic port. The report is very able and very instructive, and of especial interest to every stockholder in our company. We have only time and space to add here, that if ever the contemplated line shall be built, (of which Col. Tate is confident) it will not only pay well itself, but will permanently fix the prosperous destinies of every road constituting a portion of the line.

It may be safely assumed, then, that this competition for cotton at Atlanta will not continue long, for it won't pay. If shippers persist in the wish to ship through to New York, this can be done quicker and at a much less cost of transportation by way of Charleston, in connection with the boats, than over the Virginia line. We shall not likely suffer hereafter, from any cause, a larger loss by reduced cotton receipts than we suffered the past year. In 1866 the road transported 219,774 bales. The last year we carried 55,714! This great reduction was in part owing to the competition complained of, but mainly it is believed from the very short crop in that portion of the country tributary to our road. To

say nothing of the effect of a change in our labor system, and a season unfavorable almost beyond all precedent, it is known that the section of country alluded to was greatly devastated and exhausted by the conflicting armies near the close of the war. It has not yet recovered, but it is recovering, and it is not likely that we shall have a less cotton crop to transport, at any time hereafter, than we had the past year.

It may perhaps be safely admitted, however, that we shall suffer still further by competition for distant or "Through Travel." Roads continue to multiply, and especially in the Southwest, and the tendency is to cut off every angle, and take the most direct route between important points. This travel is already divided between so many competing lines, that it is perhaps scarcely worth the cost of competition. As a general rule, the conviction is gaining strength, that no road should be built as an investment, unless its local business will pay an interest on the cost. The only exceptions will be a few great thoroughfares—the shortest and most direct between certain important points, and presenting such advantages in distance and business attractions, as to shut out all competition.

Connected with this view, it is important to consider whether the local business of the Georgia Railroad will pay fair dividends to the stockholders? With anything like an approach to the former prosperity of the country, no doubt could be raised upon this question. A reference to the business in past years, will clearly show that the local business would pay, and pay well. In truth, the profits of the company for several years past have not been large from distant or "through business." It is generally carried at low rates, and against strong competition, and often costs more than it is worth. It is not likely that the competition for the through travel will be greatly increased. Taking the Northern cities and New Orleans as points, we have had the routes by Grand Junction and by Atlanta to compete with. Taking the same cities and Mobile as points, we have had the routes by Corinth, and also by Knoxville and Atlanta, to compete with. Taking the same cities and Atlanta as points, we have had the Lynchburg and Knoxville routes to compete with. Taking Charleston and Montgomery as points, we had the route by Savannah and Macon; and with Augusta and Montgomery as points, we have had the route by Macon and Columbus as competitors. On all these competing lines the competition is close—time and distance about the same—sometimes rather against us, and it may be well questioned, whether for years past the net profits of the company have been much increased, if at all, by competing for and surrendering its schedules to this "through travel."

But admitting all this, the stockholders have been sometimes discouraged, and the price of the stock affected, by an apprehension of reduced production in the country contiguous to, and tributary to our road. "Old Georgia," it is said, is much worn, and moreover, since emancipation, great numbers of the able-bodied laborers have emigrated to other parts, where labor is better paid, and more profitably employed. This is true to some extent, but do we not sometimes attach too much importance to these acknowledged truths? An annual exodus of the laboring population has been going on for many years, and yet the product and population have continued to increase. No doubt many fine counties have suffered by wasteful and injudicious cultivation, and a certain class of our restless people, were constantly seeking change and fresher lands. On the other hand, the more judicious and observing planters discovered years since, that it was more to their advantage to remain upon the old homestead, and preserve and improve the land, than to lay them waste by skimming, and go to the forest. The consequence was that, for some time before our civil troubles, some of the oldest counties were increasing in the cotton product, as well as in all the elements of material wealth. Though perhaps not so fertile as some parts of the Southwest, Georgia lies within that belt of the tempe-

rate zone which Mr. Ellsworth called emphatically "the cotton region." In soil and climate it is especially adapted to the nature of the plant, and the planter in this favored region has this advantage, that with moderate fertility, and proper and judicious culture, he will always make a crop. Comparatively short it may be, according to seasons, but he will rarely fall short of expenses, and may generally rely on a fair interest on his capital. He rarely met with those entire failures which so often brought ruin on the planter of the more fertile region of the Southwest. This was the only secret, which explained the progressive wealth of the planting interest of Georgia, beyond other States, thought to be blest with a more exuberant fertility.

In years long past, the stockholders were occasionally reminded of the threatened decline in products, by the exhaustion of the soil and loss of population in the region tributary to the road. The best answer to these apprehensions was found in the progressive business of the road, and in the statistics of the country.

The first year after the road reached Atlanta—say in 1846—the entire receipts of the road were \$315,342, and the cotton transported, 56,821 bales. The receipts continued to increase, and so did the number of bales of cotton transported, with trifling fluctuations, until in 1860, the last year of peace, when the receipts were \$1,159,188, and the bales of cotton carried, 219,774! This was a small increase over the receipts of 1859, when 219,218 bales were carried. And, but for the war, there is no doubt that the quantity would have continued to increase up to the present time. The truth is, there is much life in the old land yet, and if we had peace, and a Government, with constitutional guarantees—giving assurance to the citizen that he would enjoy the fruits of his labor, there are many elements of wealth in Georgia besides cotton, which would be very rapidly developed.

A noted feature in the cotton culture of the present year is believed to be, a reduced area planted, but a careful selection of the best land and a free use of fertilizers. With a fair season, the result will probably be, a good crop in proportion to land planted; and though it may fall much short in quantity, compared with average crops before the war, yet the advanced price will perhaps bring as much money into the country, as an average crop previous to 1860. Such is our hope. Time alone can prove whether our hopes are to be realized.

At present the business is very small, and what we have, grows out of the wants, rather than the exchangeable wealth of the country. The people are too poor to travel, and the fragments of exports left by the ravages of war, and the small crop of last year, have been nearly exhausted; the little remaining is being expended for a scanty supply of provisions, which furnishes at present the principal business of the road.

Accounts of the wheat crop are universally favorable, and reports from the cotton prospect are not discouraging. An ample supply of provisions of home production, and a fair crop of cotton, would do much to change the present state of affairs, and revive the business of the road.

Pressed by the urgent wants of the stockholders, the Board has declared two dividends from the profits—the one of 3½%, and the other of 3 per cent. These dividends were perfectly legitimate, as they were fully covered by the profits and reserved fund, notwithstanding the heavy depreciation of the investments of which the reserved fund is mostly composed. But for the consideration named, however, it would have been a sounder and more commendable policy to pay no dividends until the property of the road shall be restored to its former condition, and the floating debt of the company fully paid.

A detailed statement of the assets and liabilities of the company, may be seen in the statement of the Cashier. From this it will be seen, that every demand against the company may be met, even at present ruinous prices, leaving the stock whole, with a handsome surplus.

The company have 46 engines, of which 25 are in good order, 10 in bad order, 5 being repaired, 4 being rebuilt, and 2 out of use; 25 passenger, 8 baggage, 220 box, 115 platform, 16 cab, 8 coal, 13 shanty and 27 stock cars. Miles run by engines during the year, 585,338. Bales of cotton transported, 55,714. Bushels of grain, 265,241. Barrels of flour, 3,623.

The following statement will show the gross earnings, expenses and net profits from April 1, 1859, to March 31, 1867:

	Miles of road.	Gross Earnings.	Total Expenses.	Net Profit.
1859-'60.....	231	1,159,188	631,144	528,044
1860-'61.....	231	860,460	704,751	155,709
1861-'62.....	231	859,598	521,390	338,208
1862-'63.....	231	1,120,313	469,836	650,476
1863-'64.....	231	2,275,354	1,916,348	359,006
1864-'65.....	231	3,342,017	3,056,949	285,068
1865-'66.....	242	1,155,397	640,478	514,919
1866-'67.....	242	1,136,141	628,073	518,068

The following is a condensed statement of the condition of the Georgia Railroad and Banking Co., on the 31st of March, 1867:

The road and its outfit	\$4,156,000 00
Real estate	186,953 66
Banking House and lot	85,000 00
Road expenses	\$978,306 80
Incidental expenses	9,760 53
Interest on bonds	36,845 83
U. S. revenue tax	506 74
	1,019,919 90
Materials on hand for road	100,289 22
Stock of other companies, etc	1,120,879 00
Bonds	162,250 00
Discounted notes	13,310 87
Assessment on stock	262 50
Due by other corporations & agents	6,811 42
Bills receivable	49,746 89
Notes of various banks	314,274 50
Cash—National currency	\$68,594.54
" Gold	1,183.92
	59,778 46
	\$7,175,281 42
Capital stock	\$4,156,000 00
Profit and loss	1,193,940 79
Income from railroad	1,126,883 49
Transportation of the mail	25,575 69
Interest account	30,187 63
Premium account	12,112 21
Rent account	2,950 00
Bonds of this company	386,000 00
Dividends unpaid	28,045 51
Due to other corporations & agents	22,596 39
Income tax due U. S.	1,889 97
Deposits	4,304 26
Circulation	185,095 48
	\$7,175,281 42

President.—JOHN P. KING.

Directors.—Elijah E. Jones, Benj. H. Warren, John Bones, N. L. Hutchins, Edward R. Ware, John Cunningham, Wm. D. Conyers, Samuel Barnett, James W. Davies, Geo. W. Evans, Richard Peters, Stevens Thomas, Jas. S. Hamilton, Antoine Poullain, Geo. T. Jackson, M. P. Stovall.

Gen'l Superintendent.—E. W. COLZ.

Treasurer.—J. MILLIGAN.

Honduras Railway.

A loan of £1,000,000 to the Honduras Railway has been introduced in the London Market. This loan looks to the construction of a railway through Honduras, C. A., from Porto Cabello, on the Atlantic, to the Gulf of Fonseca, on the Pacific, the surveys of which were made under the old Squier's grant about eight years ago by a party of English engineers. The proposed route is about two hundred and fifty miles long, and the cost of construction will be about £6,000 per mile.

Commerce of New York.

The foreign imports at New York for the month of October, are officially stated as follows:

	1866.	1867.
Entered for consumpt'n.	\$13,812,206	\$10,224,405
Do. for warehousing....	8,113,869	7,096,411
Free goods	1,471,951	764,881
Specie and bullion	1,434,158	362,789

Total entered at port...	\$24,832,184	\$18,438,486
Withdrawn fr. wareh'g.	8,789,838	7,728,761

The foreign imports at New York for the ten months from January 1st, were:

	1866.	1867.
Entered for consumpt'n.	\$144,665,021	\$112,931,660
Do. for warehousing...	101,782,061	98,411,215
Free goods	11,180,054	9,197,009
Specie and bullion	8,422,939	2,862,004

Total entered at port...	\$266,050,135	\$223,401,888
Withdrawn fr. wareh'g.	89,489,721	95,195,569

The following statement will show the revenue from Customs at New York for the month of October, and for the ten months ending October 31:

	1866.	1867.
1st quarter.	\$35,618,902 52	\$32,916,085 09
2d quarter.	31,929,287 26	26,438,603 81
3d quarter.	36,105,092 08	33,840,898 17
In October	11,002,048 08	8,682,889 05

Total from Jan. 1.	\$114,655,329 94	101,878,476 12
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The exports from New York to foreign ports in the month of October, were:

	1866.	1867.
Domestic produce	\$14,593,664	\$16,679,540
Foreign free goods	32,061	4,446
Do. dutiable	186,108	797,235
Specie and bullion	1,463,450	1,182,031

Total exports	\$16,275,283	\$18,663,252
Do. exclusive of specie.	14,811,833	17,481,221

The exports from New York to foreign ports for ten months from January 1, were:

	1866.	1867.
Domestic produce	\$156,186,890	\$144,711,692
Foreign free goods	598,217	345,446
Do. dutiable	4,146,845	6,999,386
Specie and bullion	55,489,740	43,214,139

Total exports	\$216,421,692	\$195,270,663
Do. exclusive of specie	160,931,952	152,056,524

Indianapolis, Crawfordsville and Danville Railroad.

The County Commissioners have rendered a decision allowing the appropriation to secure a right of way for the Indianapolis, Crawfordsville and Danville Railroad through the county, from the west bank of White River to the western line of the county. The work on this road has begun at Crawfordsville, from which point the contractors are working in this direction, and also at Pekin and Danville, Illinois. It is now intended to let the whole line between this city and Crawfordsville on the 16th inst., and it is confidently predicted that the work will be completed and the cars running by the middle of next summer. Montgomery county donates one hundred and twenty-five thousand dollars towards it, and other points are equally liberal. We understand that no stock has been taken in this county, and as the city subscription of forty-five thousand dollars is not payable until the road is completed and the cars running forty miles west of the city. Having provided for the building of the road, and having secured the right of way everywhere on the line except from White River to the county line, it was ominently wise and proper that the necessary amount to secure this should be appropriated by the County Commissioners. The sum is said to be fifteen thousand dollars, which will add but an iota of weight to the tax duplicate.—*Indianapolis Journal.*

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of October, were:

	1866.	1867.
ENTERED FOR CONSUMPTION.		
Manufactures of wool	\$2,494,378	\$818,472
" cotton	645,932	447,570
" silk	1,012,845	1,158,702
" flax	803,555	529,078
Miscellaneous dry goods..	506,042	343,262

Total entered for consump.	\$5,462,752	\$3,297,079
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	1866.	1867.
WITHDRAWN FROM WAREHOUSE.		
Manufactures of wool	\$1,012,104	\$932,678
" cotton	192,824	162,439
" silk	384,045	367,736
" flax	264,923	300,086
Miscellaneous dry goods..	128,509	88,654

Total withdrawn from warehouse	\$1,983,305	\$1,851,593
Add entered for consump.	5,462,752	3,297,079

Tot. thrown on the market..	\$7,446,057	\$5,148,672
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	1866.	1867.
ENTERED FOR WAREHOUSING.		
Manufactures of wool	\$1,417,396	\$1,010,073
" cotton	364,917	226,803
" silk	337,498	286,025
" flax	793,788	509,006
Miscellaneous dry goods..	109,199	53,807

Total entered for wareh'g.	\$3,022,798	\$2,085,714
Total entered for consump.	5,462,752	3,297,079

Total entered at the port.	\$8,485,550	\$5,382,793
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The imports of foreign dry goods at New York for ten months from January 1st, were:

	1866.	1867.
ENTERED FOR CONSUMPTION.		
Manufactures of wool	\$23,752,259	\$15,506,156
" cotton	13,507,330	9,555,770
" silk	15,350,739	11,530,268
" flax	11,432,330	7,845,087
Miscellaneous dry goods.	6,684,817	5,229,592

Tot. entered for consump.	\$75,727,475	\$49,166,873
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	1866.	1867.
WITHDRAWN FROM WAREHOUSE.		
Manufactures of wool	\$15,509,760	\$15,750,569
" cotton	5,380,746	5,938,782
" silk	6,846,254	6,386,678
" flax	4,600,203	5,854,332
Miscellaneous dry goods.	1,081,042	1,411,191

Total withdrawn from warehouse	\$33,418,005	\$35,341,552
Add entered for consump.	75,727,475	49,166,873

Total thrown on the market	\$109,145,480	\$84,508,425
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	1866.	1867.
ENTERED FOR WAREHOUSING.		
Manufactures of wool	\$17,423,306	\$14,105,819
" cotton	5,388,548	5,100,754
" silk	7,285,102	4,858,407
" flax	5,831,454	3,165,620
Miscellaneous dry goods.	1,823,003	1,376,422

Total entered warehouse.	\$37,246,413	\$28,607,022
Add entered for consump.	75,727,475	49,166,873

Total entered at the port.	\$112,973,888	\$77,773,895
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Edward L. Du Barry, Esq., has been appointed Assistant General Superintendent of the Northern Central Railway—the office to be located at Harrisburg. The appointment dates from the 1st inst.

Mr. Jesse Burdett has been appointed General Superintendent of the Hudson River Railroad, in place of Mr. A. F. Smith, resigned.

Atlantic and Great Western Railway.

TO THE BOND AND STOCKHOLDERS OF THE ATLANTIC AND GREAT WESTERN RAILWAY.

Having carefully read the report of the committee to the bond and stockholders of the Atlantic and Great Western Railway, and since the statements made by Mr. Cave at a public meeting held in London, I feel it my duty to reply, as the statements then made are calculated temporarily to injure the property. At first sight the report of the committee is calculated to give the impression that all the works on the line are imperfect, and that vast sums are still required to make the railway first class. A broad assertion that the embankments are all too narrow and the bridges all uncovered, would naturally give this impression. I do not propose to call in any evidence to contradict these statements, and will frankly admit that some of the cuttings and embankments are too narrow and that all the bridges should be covered. I will state, however, a fact, which I can at any time prove by figures, that the whole cost of the earthworks from Salamanca to Dayton bear a proportion of one-fourteenth part of the whole sum expended on the line; and, admitting the fact that a considerable number of cuttings and embankments do require attention, the outlay to accomplish this dwindles down to an insignificant sum; and when I further state the fact that the estimate for the receiver for covering all the bridges amounts to about £3,000, the bond and stockholders will be able to form a tolerably correct opinion of the object of the committee, which seems to me to be a desire to disparage the whole concern, so as to enable them to take credit for making a first class railway in about six months with an outlay of say £1,000 pounds per mile, of which two-thirds should be spent on extra rolling stock to develop extra traffic.

Having made these remarks, I shall proceed to state why I did not construct the embankments and cuttings some two feet wider, and why in several places I put up trestle work in place of solid banks. Almost as soon as I put the first shovel into the ground the civil war was upon me, and with five hundred miles of railway to build before me, I saw the price of labor run up to an alarming extent. I therefore decided to adhere strictly to all my gradients and curves, but to economize on earthworks as much as possible, leaving the trestles to be filled up by steam excavators and the banks to be widened from the cuts where needed, when the track should be completed, and thus vast sums saved. In this way I did succeed in constructing the whole line at the rate of one mile per day of working days. I did also provide the steam excavators; and what is now being done would have been done more than a year ago, but for the panic in England, which, as all know, stopped these works and depreciated the value of the securities of the road to an extent ten times as much as the value of the works in question. When I state that to execute the earthworks in question I had to import ninety per cent. of all the labor, and that a legion of army recruiting agents were hovering round me all the time, offering from five hundred to one thousand dollars per man bounty to join the army, the difficulty of the situation will be apparent to all. Nor must it be supposed that the line when opened was not substantial. I have only to call attention to our time tables of the speed made by our trains almost immediately after the line was opened. There the fact stands for all time that we did run express trains at express speed in successful competition with other long-established lines; and it is also a fact that extremely few accidents

occurred, and that up to the present time only one passenger has lost his life on the line.

With reference to Mr. Cave's remarks as to half the amount of the capital being applied to extra lines, I will only state that the actual sums are represented by \$151,147, as follows:

Catawissa Railway	\$56,557
Morris and Essex Railway	69,025
Sharon Branch	25,564

Total.....\$151,147

—in addition to which there will be my professional services, amounting to a considerable sum, on the new surveys through Pennsylvania, on account of which I am personally under very heavy advances.

As to the remarks in reference to the management of the traffic and abuses, this not being in my department, I shall only state that the purchasing agent of the line whose integrity was specially questioned, was and is in my opinion, as highly honorable as any man in the United Kingdom; and that though he (Mr. Cave) may be larger, there are or were men on the Atlantic and Great Western Railway who will not forgive him for making statements reflecting on their integrity.

T. W. KENNARD, Engineer-in-Chief.

New York, November 5, 1867.

Taxation of State Railroads.

At the request of the Commissioner of Internal Revenue, the Secretary of the Treasury submitted the following question to the Attorney General for his opinion:

First. Whether railroads owned exclusively by a State, and operated by its agents, fall within the provisions of the internal revenue act of June 30, 1864, which provides that any person, firm, company, or corporation, owning or possessing, or having the care or management of any railroad, canal, steamboat, ship, barge, canal boat, or other vessel, or any stage coach or other vehicle engaged or employed in the business of transporting passengers or property for hire, or in transporting the mails of the United States, or any canal, the water of which is used for mining purposes, shall be subject to and pay a duty of two and one-half per centum upon the gross receipts of such railroad, &c. (section 103), and which further provides that any railroad, canal, turnpike, canal navigation or slackwater company indebted for any money for which bonds or other evidence of indebtedness have been issued, payable in one or more years after the date upon which the interest has been stipulated to be paid, or coupons representing the interest of any company that may have declared any dividend in scrip or money, due or payable to its stockholders, as a part of the earnings, profit, income, or gains of such company, and as profits of such company carried to the account of any fund, or used for construction, shall be subject to and pay a tax of five per cent. on amount of all such interest or coupons, dividends, or profits, whenever the same shall be payable. (Section 122.)

Second. Whether articles manufactured by convict labor in the penitentiary or prisons of a State for the State, come within the nineteenth section of the act of June 30, 1864, which declares that "there shall be levied, collected, and paid," certain duties upon the articles, goods, wares, and merchandise thereafter mentioned, which shall be produced and sold, or be manufactured, made and sold, and be consumed or used by the manufacturer or producer thereof, on removal for consumption or for delivery to others than agents of the manufacturer or producer, within the United States and Territories thereof.

The Attorney General has given it as his opinion that a State is not embraced by the declaratory clause of section 44 of the act of July 13, 1866, which is as follows: "And any words in any and all parts of this act and all acts to which this is additional, indicating or referring to a person or persons, shall be taken to include part-

nership firms, associations, bodies corporate and politic, or any other party whatsoever, when not otherwise designated or manifestly incompatible with the intent thereof—and that neither railroads owned by a State, or the gross earnings thereof, or the profits accumulated therefrom, or the dividends paid upon its bonds, nor articles manufactured by convict labor in the penitentiary of a State, for the use of the State or on account of the State, are subject to taxation, either under the act of 1864 or any other of the internal revenue acts."

Central Pacific Railroad.

The work of grading the Central Pacific Railroad over the summit of the Sierra Nevada is fast approaching completion, and before the snow of winter envelopes the lofty range most of the line of track will have been prepared for the iron rails. From Cisco, the present terminus of the road, 95 miles from Sacramento, across the summit to Donner Lake Valley, the road is almost entirely graded, and, in fact, it could all be completed this fall and rails put down, but the company propose to let the winter snow and spring thaws try the cutting and filling, which will give the road when laid the advantage of this test. From Donner Lake, on the eastern side of the summit, a large amount of grading has been done, whilst on the Truckee River the track is laid for several miles and a locomotive and construction train now in running order. The great tunnel, 1,700 feet in length, will be finished by the latter part of October, but the track will not be laid through it until spring. During the present season the depot for freight and point of commencing staging will be at Cisco, where a large warehouse has been constructed in which to safely store goods whilst waiting for teams. Last year the cuts for several miles this side of Cisco filled in with drifting snow, which seriously impeded travel, but by a system of sheds over the road in the cuts this disadvantage is confidently expected to be removed. It is estimated that some ten miles of this kind of protection has been built over the various cuts of the line, and the heavy nature of the structures will doubtless be sufficient to protect the track from falling, sliding or drifting snow. Over four thousand laborers are busy at and near the summit finishing the grading, and when the winter sets in and stops work there, they will remove down into the low lands on the eastern side, where there is no severe weather to hinder labor in the open air. It is confidently believed by the fall of next year that the rails will be laid some fifty miles east of the State line, and that the cars will run from Sacramento to the terminus of the road. Wherever this winter shall demonstrate the fall of snow shall be too heavy for removal by the snow plough, the road will be protected by roofing of heavy timber, under which the cars may run unimpeded. A visit along the line of the railroad is necessary to get a correct idea of the great magnitude of the work, and the wild character of the natural obstacles which have been overcome. Once out of the Truckee Valley, the labor of construction is comparatively easy, and to avail of the advantage of comparative level ground, vast quantities of railroad iron are now being teamed over the mountains, so as to lay the track during the winter months, when the summit of the Sierras shall have been fast bound with winter snows.—*Alta California*, Oct. 1.

Large quantities of new iron are being shipped to different points along the Louisville, New Albany and Chicago Railroad, to be laid down. The Southern division of the road is to be laid with new iron as rapidly as the work can be done.

Work has been commenced on the Dutchess and Columbia Counties Railroad.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to 31st Oct., inclusive, during the years 1866 and 1867, was as follows:

Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1866..213,700	3,893,900	23,135,900	3,210,600
1867..286,500	6,999,100	14,009,100	2,303,500

Inc..72,800	2,105,200	*9,125,800	907,100
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* Decrease.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease of 498,840 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of Oct., in the years indicated:

	1865.	1866.	1867.
Canal opened—	May 1.	May 1.	May 6.
Flour, bbls.	650,700	213,900	286,500
Wheat, bushels..	6,707,800	3,893,000	5,999,100
Corn, bushels...	14,397,200	23,135,900	14,009,100
Barley, bushels..	2,864,900	3,210,600	2,302,500
Oats, bushels...	8,071,400	7,786,400	5,819,100
Rye, bushels....	642,600	857,500	625,100
Malt, bushels...	444,900	368,900	251,200
Beef, bbls.	8,563	100	.....
Pork, bbls.	15,050	18	898
Bacon, lbs.	1,273,100	.....	34,400
Butter, lbs.	386,400	410,600	295,100
Lard, lbs.	1,991,400	70,400	1,059,900
Cheese, lbs.	9,915,000	3,818,800	3,046,200
Wool, lbs.	527,600	441,600	386,200

Western and Atlantic Railroad.

The *Atlanta Opinion* says that the payment by the State of Georgia of the Government claim against this road for rolling stock, etc., "places the road clear of debt, so that its future earnings can go to replenish the Treasury of the States. When we consider this important fact in connection with the additional fact that the road is now in better condition, and has a better supply of rolling stock than almost any other road south of the Potomac, it is no ordinary commendation of its efficient management. When Maj. Wallace was appointed Superintendent of this road, he found it in a very indifferent condition; most of the bridges were temporary and unsafe affairs; the rolling stock, was scant and of an indifferent quality, and the road was greatly in debt to the Government. Now it is in superior condition, well supplied with stock; and is out of debt. No higher commendation could be pronounced in favor of the ability and efficiency of that officer."

Virginia State Bonds.

If there is any cause of trouble with reference to the Virginia bonds just now, it is from the fact that no provision is made for the future beyond the January interest. The Legislature is not likely to meet next month, because the Convention, under the reconstruction acts of Congress will be in session at that time, and the constitution which it will form will have to go the people, and run the doubtful chances of adoption or rejection. Therefore the whole matter of taxes and finances as regards the future in Virginia is unsettled. The good intent and integrity of the people of Virginia cannot be doubted. They only need to be allowed the opportunity to pay their debts, and they will do it.—*Baltimore Sun*.

The New Brunswick and Canada Railway has been seized for a debt of £7,200, and is to be sold at Fredericton, New Brunswick, on the 7th of December next.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna. 100	\$1,575,139			Hartford and New Haven. 100	\$3,000,000	J. A. J. & O.	Oct. '67	Portl., Saco & Portsmouth. 100	\$1,500,000	J. & D.	Jun. '67
Allegheny Valley. 50	1,495,400			Hannibal and St. Joseph. 100	1,900,000			Providence & Worcester. 100	1,800,000	J. & J.	Jul. '67
Alton and St. Louis. 100	1,225,200	J. A. J. & O.	Oct. '67	Do. do. pref. 100	5,238,830			Reading and Columbia. 50	665,019		
Atlanta and West Point. 100	1,232,200	J. & J.	Jul. '67	Hanover Branch. 50	116,850	M. & N.	Nov. '67	Rensselaer and Saratoga. 100	800,000	A. & O.	Apr. '67
Atlantic & N. Carolina. 100	5,545,225			Housatonic. 100	820,000			Richmond and Danville. 100	2,000,000		
Atlantic & Gt. Western. 50	11,522,150			Do. pref. 100	1,180,000	M. & N.	My '67	Richmond and Petersburg. 100	847,000		
Do. pref. 50	1,919,000			Hudson River. 100	13,937,100	A. & O.	Oct. '67	Rich. Fred. and Potomac. 100	1,041,800		
Atlantic & St. Lawrence. 100	2,464,900	J. & J.	Jul. '67	Hazleton. 50	494,380	F. & A.	Aug. '67	Rockport. 100	58,400		
Augusta and Savannah. 100	753,700	J. & J.	Jul. '67	Huntingdon & B'd Top. 50	190,750	J. & J.	Jul. '67	Rome, Watert. and Og'n'b. 100	2,385,500	J. & J.	Jul. '67
Baltimore and Ohio. 100	16,181,922	A. & O.	Oct. '67	Do. pref. 50	494,380			Rutland and Burlington. 100	2,233,378		
Do. Washington Br. 100	1,950,000	A. & O.	Aug. '67	Illinois Central. 100	23,585,150	F. & A.	Aug. '67	St. L., Alt. and T. Hante. 100	2,800,000		
Baltimore City Passenger. 100	670,000	F. & A.	Oct. '67	Indianapolis & Cincinnati. 100	1,689,900	M. & N.	Sep. '67	Do. pref. 100	1,700,000	Annual.	Mar. '67
Boston and Chelsea. 100	110,000	A. & O.	Oct. '67	Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '68	St. L., Jack'nv. and Chic'o. 100	1,469,429		
Bellefontaine Line. 100	4,420,000	F. & A.	Aug. '67	Joliet and Chicago. 100	1,500,000	J. A. J. & O.	Oct. '67	Sandusky and Cincinnati. 100	2,089,000		
Boliviere Delaware. 100	997,112			Joliet & North Indiana. 100	800,000	J. & J.	Jul. '67	Do. pref. 100	398,078	M. & N.	My '67
Berkshire. 100	600,000	J. A. J. & O.	Oct. '67	Lackawanna & Bloomsb. 100	1,325,000			Sand. Manaf. and Newark. 100	900,000		
Blossburg & Corning. 50	250,000	J. & D.	Jun. '67	Lehigh and Mahanoy. 50	2,158,555	J. & J.	Jan. '67	Saratoga and Hudson R. 100	1,020,000		
Boston, Concord & Mont. 100	459,000			Lehigh and Susquehanna. 50	6,104,050	M. & N.	My '67	Saratoga and Whitehall. 100	500,000		
Do. do. pref. 100	1,340,400	M. & N.	Nov. '67	Lehigh Valley. 50	10,734,100	J. A. J. & O.	Oct. '67	Savannah and Charleston. 100	1,000,000	A. & O.	Apr. '67
Boston and Lowell. 100	168,000	J. & D.	Jun. '67	Lexington & Frankfort. 100	514,046	M. & N.	My '67	Schenykill and Susqueh'a. 50	1,299,150		
Boston and Maine. 100	4,076,874	J. & J.	Jul. '67	Little Miami. 100	8,572,400	J. & D.	Jun. '67	Second and Third St. (Ph.) 50	203,757	J. @ J.	Jul. '67
Boston and Providence. 100	8,350,000	J. & J.	Jul. '67	Little Schuylkill. 50	2,946,100	J. & J.	Jul. '67	Schenykill Valley. 50	676,050	J. & J.	Jul. '67
Boston and Worcester. 100	4,500,000	J. & J.	Jul. '67	Lomb. and South St. (Ph.) 25	90,000			Seaboard and Roanoke. 100	868,200		
Broadway (Boston). 100	325,000			Long Island. 50	3,000,000	F. M. A. N.	Aug. '67	Second Avenue (N. Y.). 100	670,000	A. & O.	Oct. '67
Broadway & 7th Av. (N. Y.). 100	2,100,000	J. & J.	Jan. '67	Louisv. Cin. and Lex. pr. 100	48,938	J. & J.	Jul. '67	Shamokin V. and Pottav. 50	869,450	F. & A.	Aug. '67
Brooklyn City. 100	1,000,000	F. & A.	Aug. '67	Louisville and Frankfort. 50	1,109,594	J. & J.	Jul. '67	Sixth Avenue (N. Y.). 100	750,000		
Brooklyn City & New'n. 100	899,800			Louisville and Nashville. 100	5,500,000	F. & A.	Aug. '67	South Carolina. 100	2,819,275		
Buff. New York & Erie. 100	860,000	M. & N.	My '67	Louisv. N. Alb. & Chicago. 100	2,800,000			South Shore. 100	259,858		
Buffalo and State Line. 100	2,200,000	F. & A.	Aug. '67	Lowell and Lawrence. 100	200,000	A. & O.	Oct. '67	South Western, Georgia. 100	3,200,400	F. & A.	Aug. '67
Cambridge Horse (Boston). 100	777,800	A. & O.	Oct. '67	Lowell and Western. 100	1,500,000	M. & N.	My '67	Southern Mississippi. 100	1,000,000		
Camden and Amboy. 100	6,842,300	F. & A.	Aug. '67	Mahanoy & B'd Mount'n. 50	921,615			Staten Isl. d. 100	660,000	J. & J.	Jul. '67
Camden and Atlantic, pref. 50	600,000			Maine Central. 100	1,600,800			Syr. Bingham. and N. Y. 100	1,200,120		
Cape Cod Branch. 50	721,925	J. & J.	Jul. '67	Manchester & Lawrence. 100	1,000,000	M. & N.	Nov. '67	Taunton Branch. 100	250,000	J. @ J.	Jul. '67
Catawissa. 50	1,150,000			Marietta & Cincinnati. 50	2,029,778			Tennessee and Alabama. 100	595,925		
Catawissa, pref. 50	2,200,000	A. & O.	Oct. '67	Do. 1st pref. 50	6,584,135	M. & S.	Sep. '67	Terre Haute and Indiana. 50	1,688,150	J. & J.	Jul. '67
Cayuga & Susquehanna. 50	689,110	J. & J.	Jul. '67	Do. 2d pref. 50	4,051,744	M. & S.	Sep. '67	Third Avenue (N. Y.). 100	1,750,000		
Central of Georgia. 100	4,686,900	J. & J.	Jul. '67	Memphis and Charleston. 100	5,312,725	M. & S.	Mar. '67	Thirteenth and Fif. (Ph.). 50	1,650,000	J. @ J.	Jul. '67
Central of New Jersey. 100	18,000,000	J. A. J. & O.	Oct. '67	Memphis and Ohio. 100	670,000			Tol. Peoria and Warsaw. 100	1,700,000		
Central Ohio, pref. 100	400,000	J. & D.	Jun. '67	Metropolitan (Boston). 100	1,250,000	J. & J.	Jul. '67	Do. 1st pref. 100	908,176		
Central N. & E. River. 100	970,000			Michigan Central. 100	7,502,866	J. & J.	Jul. '67	Do. 2d pref. 100	908,176		
Charlotte & S. Carolina. 100	1,201,000	J. A. J. & O.	Oct. '67	Mich. So. & North. Ind. 100	9,311,300	F. & A.	F. 65	Tol. Wabash and West. 50	5,400,000		
Chesapeake. 100	850,000	J. A. J. & O.	Oct. '67	Do. guaranteed. 100	787,000	F. & A.	Aug. '67	Troy and Boston. 100	607,111	M. & N.	N. '67
Cheshire, preferred. 100	2,017,825			Middlesex (Boston). 100	400,000			Troy and Greenbush. 100	274,400	J. & D.	Jun. '67
Chicago and Alton. 100	5,855,445	M. & S.	Sep. '67	Millville and Gloucester. 100	368,200	F. & A.	Feb. '67	Troy, Salem and Rut'd. 100	800,000	A. & O.	Apr. '67
Do. pref. 100	2,425,678	M. & S.	Sep. '67	Millw. & Prairie du Chien. 100	3,014,000	F. & A.	Feb. '67	Union Transport'n (Bos.). 100	200,000		
Chicago, Burl. & Quincy. 50	10,198,010			Do. 1st pref. 100	1,014,000	Annual.	Feb. '67	Union Pacific (Bos.). 100			
Chicago and Gt. Eastern. 100	4,580,000			Do. 2d pref. 100	3,627,000	J. & J.	Jan. '67	Union Pacific (C. B.). 100			
Chicago, Iowa & Nebraska. 100	1,000,000			M. Hill & Schuylk. Haven. 50	7,371,000	J. & J.	Jan. '67	Union Pacific (C. B.). 100			
Chicago and Milwaukee. 100	2,227,000			Mississippi Central. 100	5,776,000	J. & J.	Jul. '67	Union (Phila.). 100	291,476	J. @ J.	Jan. '67
Chicago & N. Western. 100	15,180,227	Annual.	Dec. '67	Mo'lie and Ohio. 100	2,000,261			Utica and Black River. 100	824,400	J. & J.	Jul. '67
Do. pref. 100	12,994,719	A. & O.	Oct. '67	Montgomery & W. Point. 100	3,538,200			Vermont and Canada. 100	2,250,000	J. & D.	Dec. '67
Chicago, R. I. & Pacific. 100	9,100,000	A. & O.	Oct. '67	Morris and Essex. 50	1,419,789	F. & A.	F. 67	Vermont Central. 100	8,000,000		
Cin. Ham. & Dayton. 100	3,129,100	A. & O.	Oct. '67	Nashua and Lowell. 100	5,500,000	M. & N.	Nov. '67	Vermont and Massachusetts. 100	2,800,000	J. & J.	Jun. '67
Cin. Richmond & Chicago. 100	850,000			Nashua and Lowell. 100	600,000			Vermont Valley. 100	516,164		
Cin. & Indianap. Junction. 100	1,600,000			Nashville & Chattanooga. 100	2,056,540	F. & A.	Aug. '67	Virginia Central. 100	3,353,879		
Cincinnati and Zanesville. 50	1,600,250			Naugatuck. 100	1,100,000	F. & A.	Aug. '67	Virginia and Tennessee. 100	3,452,815		
Citizens' Passenger (Phila.). 50	192,750	J. @ J.	Jul. '67	New Bedford & Taunton. 100	500,000	J. & J.	Jul. '67	Western (Mass.). 100	6,710,800	J. & J.	Jul. '67
Cleveland, Col. & Cincinnati. 100	6,000,000	F. & A.	Aug. '67	New Haven & N. London. 100	728,558			Western Union. 100	2,687,237		
Cleveland & Mahoning. 50	2,044,000	M. & N.	Nov. '67	N. Haven & Northampton. 100	1,224,100	J. & J.	Jul. '67	West Jersey. 100	751,050	M. & N.	N. '67
Cleveland, Paines. & Asht. 100	5,009,000	J. & J.	Jul. '67	New Jersey. 100	5,000,000	F. & A.	Aug. '67	West Philadelphia. 50	249,100	J. @ J.	Jul. '67
Cleveland and Pittsburgh. 50	5,408,911			New London Northern. 100	885,000	M. & S.	Sep. '67	Wilm. and Manchester. 100	1,130,470		
Cleveland and Toledo. 50	4,841,000	A. & O.	Oct. '67	N. O., Jackson & Gt. N. 100	4,697,457			Wilm. and Weldon. 100	1,340,273		
Col. & Indianapolis Cen. 100	5,000,000	J. & J.	Jul. '67	N. O., Opel. & Gt. West'n. 100	4,008,425			Worcester and Nashua. 75	1,141,000	J. & J.	Jul. '67
Columbus and Xenia. 50	1,186,200	J. & J.	Jul. '67	New York Central. 100	25,550,000	F. & A.	Aug. '67				
Concord. 100	1,500,000	M. & N.	Nov. '67	New York and Harlem. 50	5,285,050	J. & J.	Jul. '67				
Concord & Portsmouth. 100	850,000	J. & J.	Jul. '67	Do. pref. 50	1,500,000	J. & J.	Jul. '67				
Coney Island & Brooklyn. 100	800,000			New York & New Haven. 100	6,000,000	J. & J.	Jul. '67				
Conn. & Passump. Rivers. 100	1,073,300	J. & J.	Jul. '67	N. Y., Provid. & Boston. 100	1,755,281	J. & J.	Jul. '67				
Do. do. pref. 100	1,650,000	J. & J.	Jul. '67	Ning. Bridge & Canada. 100	1,000,000	J. & J.	Jul. '67				
Connecticut River. 100	1,312,900	A. & O.	Oct. '67	Ninth Avenue. 100	797,400						
Cumberland Valley. 50	208,000			North Carolina. 100	4,000,000						
Danbury and Norwalk. 100	2,584,941			Northern Central. 50	4,518,900	F. M. A. N.	Nov. '67				
Dayton and Michigan. 100	466,132	J. & J.	Jul. '67	North Eastern (E. C.) pref. 100	155,000						
Delaware. 100	1,258,560	J. & J.	Jul. '67	Northern of N. Hamp. 100	3,061,400	J. & D.	Jun. '67				
Del. Lackaw. & Western. 50	1,150,060			Northern of N. Jersey. 100	158,800						
Des Moines Valley. 100	452,359			North Missouri. 100	2,399,207						
Detroit & Milwaukee. 100	1,500,000			North Pennsylvania. 50	3,150,150						
Do. pref. 100	1,300,000			Norwich & Worcester. 100	2,368,000	J. & J.	Jul. '67				
D. Dock, E. B'dw. & Bat. 100	1,673,641			Ogdensb. & L. Champ'n. 100	3,077,000	F. & A.	Aug. '67				
Dubuque and Sioux City. 100	1,987,351	Annual.	My '67	Do. pref. 100	641,200	A. & O.	Oct. '67				
Do. do. pref. 100	8,575,204	J. & J.	Jul. '67	Ohio and Mississippi. 100	20,222,847						
Eastern (Mass.). 100	492,500	J. & J.	Jul. '67	Do. pref. 100	5,607,197	Annual.	Jan. '67				
Eastern (N. H.). 100	604,400			Old Colony & Newport. 100	4,848,800	J. & J.	Jul. '67				
East Pennsylvania. 50				Orange and Newark. 100	281,550						
East Tenn. and Georgia. 100				Oswego and Syracuse. 50	482,400	F. & A.	Aug. '67				
East Tenn. and Virginia. 100				Pacific of Missouri. 100	3,551,000						
Eighth Avenue (N. Y.). 100	1,000,000	J. A. J. & O.	Jul. '67	Panama. 100	7,000,000	J. A. J. & O.	Oct. '67				
Elm. Jeffers. & Canand. 100	600,000	F. & A.	Aug. '67	Paterson and Ramapo. 100	248,000	J. & J.	Jul. '67				
Elmira & Williamsport. 50	600,000	M. & N.	My '67	Paterson and Hudson River. 100	630,000	J. & J.	Jul. '67				
Do. do. pref. 50	16,570,100	F. & A.	Feb. '67	Pennsylvania. 100	20,000,000	M. & N.	Nov. '67				
Erie Railway. 100	8,536,700	Annual.	Jan. '67	Peoria & Bureau Valley. 100	1,200,000	A. & O.	Oct. '67				
Do. pref. 100	600,000	F. & A.	Aug. '67	Petersburg & Lynchburg. 100	1,366,500						
Erie & North East. 100	1,142,334			Philadelphia and Erie. 50	6,069,450						
Evansville & Crawfordav. 100	1,238,560	J. & J.	Jul. '67	Philadelphia and Reading. 50	21,191,087	J. & J.	Jul. '67				
Fitchburg. 100	247,900	J. & J.	Jul. '67	Do. Do. preferred. 50	1,561,500	J. & J.	Jul. '67				
Fitchburg & Worcester. 100											

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash (—) signifies "nil" and leaders (---) "not ascertained."

Fiscal year ending.	Length completed: equal in single r/r.	In progress or projected.	Equip-ment.			Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Cars.						Bonded Debt.	Floating Debt.	Gross.	Net.			
			Horses.	2-horse.	1-horse.										
MASSACHUSETTS.															
30 Nov. '66	3.36					Boston and Chelsea	110,000	110,000			8,800	7,825			37
30 Nov. '66	6.78		218	32		Broadway, Boston	348,279	325,000		20,451	168,846	44,203			90
30 Nov. '66	27.43					Cambridge	734,671	727,800	150,000	94		65,502			
30 Nov. '66	2.57		35	6		Lowell (Horse)	46,536	46,000			20,899	5,261			10
30 Nov. '66	11.76		211	31		Lynn and Boston	271,530	200,000	50,000	50,082	164,742	8,263			21
30 Nov. '66	3.41					Malden and Melrose	60,246	200,000	68,727		27,144				28
30 Nov. '66	3.07					Medford and Charlestown	36,600	21,000	9,600		19,627	2,240			41
30 Nov. '66	38.82		837	157		Metropolitan (Boston)	1,501,478	1,250,000		159,096	735,414	113,472			46
30 Nov. '66	6.28		244	35		Middlesex (Boston)	494,702	400,000	38,000	76,444	167,176	11,437			50
30 Nov. '66	3.22					Northampton & Williamsb.	300,000	300,000		4,627	2,686				51
30 Nov. '66	6.69		60	9		Quincy	141,233	71,000	58,400	56,000	34,255	2,585			52
30 Nov. '66	7.78		48	13		Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108			53
30 Nov. '66	3.61					Somerville	75,000	76,000			4,379	2,251			54
30 Nov. '66	2.50		12	3		Stoneham street (Boston)	37,800	33,000			9,628	1,991			55
30 Nov. '66	0.74					Suburban	56,000	5,000							56
30 Nov. '66			431	63		Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110			57
30 Nov. '66	1.58					West Cambridge	13,600	13,600				518			58
30 Nov. '66	2.25					Winnisimmet	61,162	59,800			3,720	8,255			59
30 Nov. '66	11.80					Worcester	91,174	75,000	52,000						60
CONNECTICUT.															
31 Jan. '64	3.0	3.0	45	7		Fairhaven and Westville	100,000	100,000							
31 Dec. '62	8.5		11	3		Hartford and Wethersfield	300,000	300,000							
NEW YORK.															
30 Sep. '66	9.65		87	6		Albany	115,822	89,500	40,000		46,365	1,841			
30 Sep. '66	25.00		49			Bleeker St. & Fulton Ferry	1,098,766	300,000	694,000	10,000	281,424	168,590			
30 Sep. '66	10.78		33			Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,268	23,408			
30 Sep. '66	14.00		98			Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	150,000		72,872	27,901			
30 Sep. '66	6.00		51			Brooklyn, Bath & Coney Is'd	155,414	99,500	30,000		82,185	126,041	25,709		
30 Sep. '66	27.48		51			Brooklyn Central & Jamaica	998,788	488,100	462,810	82,185	126,041	25,709			
30 Sep. '66	6.00	1.90	166			Brooklyn City	1,383,369	1,000,000	170,000		1,034,944	356,553		12	10
30 Sep. '66	11.78	4.00	37			Brooklyn City & Newtown	549,425	399,800	200,000	13,798	128,224	19,560			100
30 Sep. '66	0.50	9.41				Brooklyn City & Ridgewood	187,200	164,000	20,000	3,300					100
30 Sep. '66	24.60		14			Brooklyn City & Rock. B'ch	124,586	102,150	35,000		8,667	4,562			
30 Sep. '66	3.40		114	12		Cent'r Pk.N & E.Riv.(N.Y.)	1,008,489	970,000	560,000	21,303	535,008	127,893		24	100
30 Sep. '66		2.00				Clinton Avenue (Albany)		2,800							
30 Sep. '66		2.00				Cohoes & Waterford		500							
30 Sep. '66	19.75					Coney Island & Brooklyn	648,009	500,000	148,000	36,545	123,014	loss.			100
30 Sep. '66	33.25		180			D. Dock, E. B'd.w. & Battery	562,245	1,200,000	550,000	403,861	89,549				100
30 Sep. '66		6.00				East & North River (W.Co.)	650	650							
30 Sep. '66	18.00		157			Eight Avenue	1,500,972	1,000,000	180,000		725,724	61,207		9	100
30 Sep. '66	12.00		42			42d st. & Grand st. Ferry	962,521	750,000	280,000	2,668	227,662	68,047		6	100
30 Sep. '66	4.52					Grand st. & Newtown (W'g)									
30 Sep. '66	10.60		17			Harlem Br. Moria's & Ford's	223,230	90,000	124,000	2,500	70,522	16,172			100
30 Sep. '66	3.00					udson Av. and Prosp. Pk		(Completed Sept., 1887.)							
30 Sep. '66	12.20		50			Ninth Avenue	445,295	797,320	112,000		73,276	loss.			100
30 Sep. '66	11.00					Port Morris & Westchester.	1,200	1,200							
30 Sep. '66	11.00		38			Rochester City & Brighton.	278,473	133,400	100,000	7,000	53,296	9,042			100
30 Sep. '66	16.00					Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	51,029			100
30 Sep. '66	8.37		73			Sixth Avenue (N. Y.)	1,489,863	750,000	190,000		522,705	loss.		6	100
30 Sep. '66	3.00		100			South Brooklyn & Berg. St.									
30 Sep. '66	17.60		170			Third Avenue (N. Y.)	2,404,509	1,170,000	1,330,000	70,000	1,083,063	260,333		12	100
30 Sep. '66		5.00				Third Avenue & Fordam	975	975							
30 Sep. '66	4.46					Troy and Cohoes	50,000	50,000			(Leased.)				
30 Sep. '66						Troy and Lansingburg			(no re- port.)						
30 Sep. '66	6.50					Utica and Waterville	311,382	134,500	100,000	1,200	46,449	14,355			
30 Sep. '66	1.78		4			V.Brunt st. & Erie Bas.(Bk'n)	62,000	50,000	12,000		15,850	390			
30 Sep. '66						Westchester	5,949	7,370							
30 Sep. '66		4.00				West Shore	1,457	2,200							
NEW JERSEY.															
31 Dec. '62	5.32		7			Hoboken and Hudson City.	32,000	30,000		2,000					
31 Dec. '62	5.05	2.50	8			Hoboken and Weehawken.	134,400	70,000	60,000		17,228	9,986		3	
31 Dec. '62	10.47					Jersey City & Bergen Point									
31 Dec. '62	17.00		150	22		Orange and Newark	618,296	287,550	300,000	80,750	124,679	30,566			50
31 Dec. '62	5.80		8			West Hoboken & Hoboken.	100,000	40,000	60,000						
PENNSYLVANIA.															
31 Oct. '66	9.23		144	26		Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093		20	50
31 Oct. '66	6.74					Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.			
31 Oct. '66	16.43		271	49		Frankford & Southw'k(Ph.)	772,600	491,550	200,000		261,223	65,440		6	50
31 Oct. '66	34.41		367	59		Germanatown	481,335	112,245	300,000	36,294	294,683	121,721		20	
31 Oct. '66	5.47		120	25		Girard College (Phila.)	81,612	160,000			104,934	17,340		16	60
31 Oct. '66	4.53		191	33		Green & Coates st. (Phila.)	232,953	150,000	100,000		166,792	61,994		19	50
31 Oct. '66	2.12		25	5		Harrisburg City	65,874	41,114	9,500	4,824	11,463	507		25	
31 Oct. '66	19.00		390	56		Hestonv., Mantua & Fairm't		183,600	8,250	242,781	30,388				
31 Oct. '66	5.21		105	18		Lombard & South st. (Ph.)	160,189	90,000	60,200	4,500	67,450	20,106		25	
31 Oct. '66	7.25		90	13		Oakland (Pittsburg & E. L.)		69,500	62,157	6,174	43,264	loss.			
31 Oct. '66	5.92		45	10		Philadelphia and Darby	118,383	100,000	17,000		39,291	13,479			20
31 Oct. '66	7.00		241	45		Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822			50
31 Oct. '66	7.50		178	19		Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058		16	60
31 Oct. '66	3.90		75	12		Pittsburg and Birmingham.	72,909	68,000	10,000		80,135	29,938		20	60
31 Oct. '66	8.00		54	12		Ridge Avenue & Manyunk.	179,635	120,000	63,300	2,108	42,025	7,879		4	50
31 Oct. '66	3.60		40	6		Schuylkill River (Phila.)	46,019	50,000			(op. by S. & P.)				
31 Oct. '66	19.35		485	72		Second & Third st. (Phila.)	485,828	339,007	114,200	41,229	407,923	131,588		50	50
31 Oct. '66	5.62		95	9		17th & 19th st. (Phila.)	114,868	120,000			57,662	12,338			50
31 Oct. '66	8.60		154	19		4 Spruce & Pine (Phila.) & Gr's F.	250,253	250,157			101,996	38,491		8	60
31 Oct. '66	7.00		197	32		10th & 11th st. (Citizens.)	175,048	192,750			206,949	99,612		31	60
31 Oct. '66	6.25		160	18		13th & 15th st. (Phila.)		994,960			128,965	45,196		2	50
31 Oct. '66	25.00		515	70		Union (Philadelphia)	762,247	400,000	300,000		244,895	67,574		74	50
31 Oct. '66	9.29		331	56		West Philadelphia	358,523	240,000	100,000		292,461	80,847		10	60
31 Oct. '66	2.48		9	8		Wilkesbarre and Kingston	26,880	25,000		6,290	8,168	8,424			
31 Oct. '66	1.03		9	4		Williamsport	19,282	15,000		1,124	7,652	1,157			25
MARYLAND.															
31 Dec. '62	21.00		340	50		Baltimore City	760,000	670,000		31,549	232,069	21,058			
OHIO.															
31 Dec. '62	5.00					Cincinnati Street	161,913	150,000							
31 Dec. '62	5.00					City (Cin.) & Passenger	111,412	100,000							
31 Dec. '62	3.81					Passenger (Cin.)	69,887	50,000							
31 Dec. '62	3.63					Pendleton & Sat. Mar't (Cin.)	70,000	50,000							

PASSENGER RAILROAD BONDS

DESCRIPTION.	Amount out- standing.	INTEREST		Principal payable.	Mortgage Price.
		Rate.	Pay- able.		
Broadway [Brooklyn]: Real Estate Mortgage	\$ 27,500	7	pc	Monthl. J. & J.	Year. Var.
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	---
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	---
Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.	---	---
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	---
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	---
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	---
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	---
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	68
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	---
Citizens' Pittsburg): 1st Mortgage	55,300	7	J. & J.	1870	---
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	---
Delaware County: 1st Mortgage	6,500	7	---	---	---
Dorchester: Real Estate Mortgage	5,000	6	---	---	---
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	---	---
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	---	---
Forty-second street: 1st Mortgage	137,150	7	J. & J.	1873	---
Frankford and Southwark: 1st Mortgage	134,500	7	J. & J.	---	---
Frankford and Philadelphia: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	50,000	7	---	---	---
Green and Coates St.: 1st Mortgage	350,000	7	J. & J.	1869	---
Harlem Br. Morris' & Ford'm 1st Mortgage	100,000	7	J. & J.	1876	98
Hestonville Mantus & Fair- mount: 1st Mortgage	124,000	7	J. & J.	---	---
Hoboken and Weehawken: 1st Mortgage	153,600	7	J. & J.	1869	---
Lynn and Boston: 1st Mortgage [road]:	60,000	7	M. & S.	1872	---
Malden and Melrose: 1st Mortgage guaranteed	50,000	6	J. & J.	71-72	01
Medford and Charlestown: 1st Mort. [Winter St Br.]	58,737	6	---	1890	01
Middlesex: 1st Mortgage	9,500	6	---	---	---
Malden & Melrose bonds: Real Estate	38,000 46,971 6,000	---	---	---	---
Ninth Avenue: 1st Mortgage	112,000	7	---	---	---
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	---
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	---
" " O. & Newark 2d Mortgage	100,000 100,000	7	J. & J.	1880 1883	---
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1870	01
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	---
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	---
Pittab. Alleghy & Maneh.: 1st Mortgage	35,000	7	J. & J.	1871	---
Pittsburg & Birmingham: 1st Mortgage	10,000	7	J. & J.	1870	---
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	---
Quincy: Plain bonds	58,400	---	M. & S.	1868	---
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	---
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	---	---
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	---
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	60
Third Avenue: 1st Mortgage	114,200	7	J. & J.	1869	109
Real Estate bonds: Union:	1,000,000 480,000	7	J. & J.	1870	---
Real Estate Mortgage Utica and Waterville: 1st Mortgage	300,000 100,000	6 7	J. & D.	1875	---
Van Brunt, st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	---	---
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & S.	1873	---
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	---

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	INTEREST WHEN PAYABLE.	Market Price.
National Securities, Nov. 1, 1867.					
Loan of Jan. 28, 1847.....registered		0	Jan. & July.	1867	144
Loan of March 31, 1848.....registered	14,690,942	0	" "	1868	136
" " " " coupon		0	" "	1868	136
Texas Indemnity of Sep. 9, 1860.....coupon	262,000	0	presentation.	Duo.	
Loan of June 14, 1853.....registered	20,000,000	5	Jan. & July.	1874	111
" " " " coupon		5	" "	1874	112
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	117
" " " " coupon		5	" "	1871	118
Loan of Feb. 8, 1861.....registered	14,415,000	5	" "	1881	113
" " " " coupon		5	" "	1881	113
Oregon War Bonds of March 3, 1861.....yearly	1,016,000	0	" "	1881	108
Loan of July 17, 1861.....registered		0	July.	1881	
" " " " coupon	264,245,600	0	Jan. & July.	1881	111
Loan of Feb. 26, 1862 (5-20s).....registered		0	" "	1881	112
" " " " coupon		0	May & Nov.	1882	105
Loan of March 3, 1864 (5-20s).....registered		0	" "	1882	108
" " " " coupon		0	May & Nov.	1884	105
Loan of March 3, 1865 (5-20s).....registered		0	" "	1884	105
" " " " coupon		0	May & Nov.	1885	104
" " " " 2d series (5-20s).....registered		0	" "	1885	104
" " " " coupon		0	Jan. & July.	1886	107
" " " " 3d series (5-20s).....registered		0	" "	1886	107
" " " " coupon		0	" "	1886	107
Loan of March 3, 1864, (10-40s).....registered	171,823,350	5	Mar. & Sept.	1904	100
" " " " (10-40s).....coupon		5	" "	1904	102
Pacific R. R. Bonds.....(currency)	18,042,000	0	Jan. & July.	1906-97	
Treasury Notes (7-30s) June 30, '04: 2d series	384,607,700	7.3	June & Dec.	1868	105
" " (7-30s) Mar. 3, '95: 3d series		7.2	Jan. & July.	1869	106
Matured Debt not presented.	17,975,539	-	presentation.		
Gold Certificates of Deposit.....	14,514,200	-	presentation.		
Coupon Interest Notes 1864-'65.....	62,558,940	-	At maturity.	3 yrs	
United States Notes (greenbacks).....	357,164,344	-			
Three per cent. certificates.....	11,560,000	-			
Fractional currency.....	30,706,433	-			
Navy Pension Fund.....	12,000,000	-			
State Securities, latest.					
Alabama—State Bonds.....coupon	168,000	5	May & Nov.	1872	
" " " (extended) "....."	1,941,000	5	" "	1883	
" " " (funded coup.) "....."	437,850	5	" "	1887	
" " " (sterling) "....."	648,000	5	Jan. & July.	1876	
" " " " "....."	698,000	5	" "	1876	
Arkansas—Bank Loan (real estate).....coupon	892,000	0	April & Oct.	1861	
" " " (State Bank). "....."	610,000	0	Jan. & July.	1868	
California—Civil Bonds of 1867.....coupon	3,727,500	7	Jan. & July.	1877	127
" " " 1860....."	196,500	7	" "	1880	
" " Soldiers Relief Bonds....."	1,548,500	7	" "	'83-'84	98
Connecticut—War Bonds of May, 1861.....	2,000,000	0	Jan. & July.	'71-'81	98
" " " Oct., 1861....."	2,000,000	0	" "	'72-'82	
" " " Nov., 1863....."	2,000,000	0	" "	1883	
" " " May, 1864....."	2,000,000	0	April & Oct.	'74-'84	
" " " May, 1865 (free)....."	2,000,000	0	" "	1885	
Florida—State Bonds.....coupon	370,617	5	Jan. & July.	var.	
Georgia—State Bonds (Railroad).....coupon	276,000	7	various.	'72-'74	92
" " " (Act Mar. 12, '66)....."	3,080,000	7	Jan. & July.	1884	
" " " (Railroad) "....."	1,569,000	0	" "	'68-'74	78
" " " (Railroad) "....."	734,000	0	Feb. & Aug.	'78-'86	
" " " (Sterling) "....."	12,000	0	Mar. & Sept.	1889	99
Illinois—Ill. and Mich. Canal.....coupon	71,972,223	0	Jan. & July.	1870	
" " " registered....."	1,239,687	0	" "	1870	
" " State Bonds.....coupon	948,910	0	" "	'60-'70	
" " " "....."	438,253	0	" "	'77-'79	11
" " War Loan Bonds....."	945,200	0	" "	1879	100
Indiana—State Bonds.....coupon	1,191,992	5	Jan. & July.	1886	
" " " "....."	3,829,936	5	" "	1886	98
" " " "....."	309,000	0	May & Nov.	1886	
Iowa—State Bonds.....coupon	180,000	7	Jan. & July.	1863	
" " War Loan Bonds....."	200,000	7	" "	1881	
Kansas—State Bonds.....coupon	92,945	5	Jan. & July.	1875	
" " War Loan Bonds....."	503,000	5	" "	'78-'81	
Kentucky—State Bonds.....coupon	901,000	6	Jan. & July.	'68-'71	
" " " "....."	1,421,000	0	April & Oct.	70-71	
" " " "....."	415,000	0	May & Nov.	1870	
" " " "....."	263,000	5	April & Oct.	'67-'73	
" " Military Bonds....."	636,000	0	various.	'80-'96	
Louisiana—State Bonds (Banks).....coupon	4,382,983	0	Feb. & Aug.	'68-'86	
" " " (Railroads)....."	2,928,000	0	various.	'69-'99	
" " " (Schools, &c.)....."	665,000	0	Jan. & July.	1897	
" " " (Levees)....."	1,000,000	0	various.	1886	
" " " (New)....."	862,800	0	" "	'88-'87	
Maine—Mass. Land Debt of '33.....	150,000	0	October.	'67-'72	
" " Civil Loans of 1865-'66.....coupon	174,000	0	Mar. & Sept.	'67-'74	
" " " " 1867-'01....."	171,000	0	various.	'75-'78	99
" " War Loan of 1861....."	803,000	0	" "	1871	
" " " 1863....."	625,000	0	Mar. & Sept.	1883	
" " Bounty Loan of 1863....."	475,000	0	Feb. & Aug.	1880	98
" " War Loan of 1864....."	2,352,500	0	June & Dec.	1889	98
Maryland—State Bonds (Balt. & Susq. R.R.).....	315,000	3	I. A. J. & O.	1890	
" " " (S. & T.W. Can.) sterl.....	1,017,622	5	" "	1865	
" " " (Balt. and Ohio R.R.).....	24,000	5	" "	1880	
" " " (C. and O. Can.) sterl.....	1,405,697	5	" "	1889	
" " " (R.R. various)....."	130,000	5	" "	1889	
" " " " "....."	159,744	5	" "	'89-'90	
" " " (B. & O.R.R.) sterl....."	2,277,339	5	" "	1890	
" " " (C. and O. Can.)....."	3,259,616	5	" "	1870	
" " " (Ches. & Ohio Can.)....."	2,090,700	5	" "	1870	
" " " (Balt. & Susq. R.R.)....."	1,000,000	5	" "	1870	100
" " " (Bounty)....."	601,000	5	" "	abt. 74	100
" " " (Ches. & Ohio Can.)....."	30,000	5	" "	1885	
" " " (Balt. & Susq. R.R.)....."	429,688	5	" "	1890	
Massachusetts—Funding Loan.....	15,000	5	June & Dec.	1868	
" " " "....."	21,000	5	" "	1870	
" " General Estates Loan....."	150,000	5	Jan. & July.	1870	
" " Funding Loan....."	17,000	5	June & Dec.	1872	
*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	INTEREST WHEN PAYABLE.	Market Price.
Massachusetts—State Almshouse Loan.....	100,000	5	May & Nov.	1872	
" "					

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.*
Atlantic and Great Western:													
1884.....	150,713	104,433	166,493	194,992	200,807	266,628	296,612	356,408	401,103	367,228	368,344	328,828	3,236,402
1885.....	289,445	347,211	432,340	256,045	472,493	410,800	498,882	696,584	641,481	676,446	634,243	578,865	5,826,355
1886.....	475,641	433,279	385,991	412,521	464,507	493,243	466,898	668,589	633,160	599,070	474,066	388,573	5,609,119
1887.....	377,852	380,190	439,555	407,013	465,102	583,596	400,560	461,879	483,177	477,523	.....	.....	.....
Chicago and Alton:													
1883.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,943	170,044	170,910	156,869	153,294	1,573,706
1884.....	100,991	154,418	196,308	162,723	178,786	206,090	224,357	312,105	354,554	320,879	307,803	262,015	2,770,484
1885.....	280,508	275,283	299,063	258,480	322,275	355,270	335,955	409,251	401,380	367,966	307,919	236,824	3,840,091
1886.....	226,163	222,241	290,111	269,349	329,851	371,544	321,997	387,269	322,638	360,223	325,080	271,847	3,696,153
1887.....	240,238	142,947	238,362	283,621	338,691	543,471	356,142	421,484	423,164	430,108	.....	.....	.....
Chicago, Rock Island and Pacific:													
1883.....	140,024	130,225	122,512	126,798	144,995	170,987	189,142	160,306	210,729	216,080	196,435	201,134	1,959,207
1884.....	158,735	175,482	243,150	186,015	198,679	243,178	224,980	307,874	373,860	324,865	336,617	321,037	3,096,470
1885.....	305,554	246,331	289,403	196,830	254,612	321,813	244,121	306,251	389,489	307,523	270,073	201,779	3,813,514
1886.....	241,395	183,385	267,230	209,099	277,506	300,693	238,282	317,977	400,941	428,474	346,028	260,238	3,496,922
1887.....	292,947	224,621	272,454	280,283	251,916	261,489	274,800	404,600	566,403	558,200	.....	.....	.....
Chicago and Northwestern:													
1883.....	.....	.....	.....	.....	.....	306,100	281,334	296,169	478,186	551,122	435,945	407,633	2,811,444
1884.....	273,576	317,839	390,355	421,263	466,530	565,145	480,710	519,306	699,005	729,759	716,373	568,400	6,114,568
1885.....	541,006	482,164	499,296	468,558	586,923	747,842	702,091	767,508	946,707	932,682	754,671	547,812	7,976,490
1886.....	528,566	399,917	528,745	537,519	583,948	926,983	808,524	797,476	1,000,086	1,300,216	1,010,892	712,859	9,296,430
1887.....	696,147	674,664	765,398	774,279	896,712	893,367	800,325	1,038,824	1,461,284	1,508,883	.....	.....	.....
Chicago and Great Eastern:													
1883.....	33,829	33,804	38,485	40,641	37,588	38,068	30,208	50,198	51,495	61,787	51,386	60,895	529,304
1884.....	47,393	66,565	67,822	61,812	59,182	58,178	55,518	83,458	87,037	97,876	94,643	78,111	860,496
1885.....	77,878	77,242	83,450	76,514	76,674	91,957	91,076	97,145	104,389	118,610	116,293	91,684	1,108,821
1886.....	90,418	79,430	110,079	107,072	130,460	118,603	86,087	107,052	104,547	132,726	136,897	128,756	1,317,102
1887.....	95,223	80,923	95,872	103,154	90,583	87,784	81,600	94,867	120,495	143,006	.....	.....	.....
Des Moines Valley:													
1883.....	140,129	29,102	27,501	39,600	40,458	39,630	41,212	43,580	65,035	80,538	73,140	50,296	580,371
1884.....	49,694	36,098	60,859	59,196	61,447	53,999	63,683	69,018	.....	.....	.....	.....	.....
Erie:													
1883.....	846,693	839,949	956,445	948,059	848,783	770,143	731,243	687,062	516,801	965,294	1,024,949	1,035,321	10,469,481
1884.....	984,837	924,133	1,114,508	1,069,507	1,072,293	1,041,975	994,317	1,106,364	1,301,005	1,222,568	1,224,909	1,384,217	13,429,643
1885.....	1,001,007	947,146	1,266,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,616	1,522,472	1,429,765	1,429,765	15,434,776
1886.....	1,186,746	987,865	1,070,917	1,163,441	1,101,632	1,245,658	1,203,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,506,413
1887.....	906,795	917,639	1,139,523	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,713	.....	.....	.....
Illinois Central:													
1883.....	299,944	271,085	275,643	289,224	324,687	407,392	343,929	511,305	478,676	496,433	437,679	424,531	4,571,028
1884.....	327,900	416,588	469,762	422,797	466,373	510,100	423,578	640,179	799,236	661,391	657,141	603,492	6,329,447
1885.....	671,536	528,972	616,695	616,008	460,573	617,652	579,403	747,469	739,738	641,589	643,887	613,083	7,181,208
1886.....	603,055	505,265	605,485	411,905	569,250	567,679	480,626	578,253	611,348	661,971	539,219	504,066	6,546,741
1887.....	660,438	554,901	417,332	420,365	477,607	496,616	497,979	684,377	706,369	711,499	.....	.....	.....
Marquette and Cincinnati:													
1883.....	38,203	53,778	60,540	64,306	55,326	40,706	58,704	52,864	77,112	83,059	78,764	68,893	710,225
1884.....	77,010	74,409	69,901	72,389	53,993	78,997	91,809	90,972	98,078	98,546	96,908	95,435	1,038,165
1885.....	66,672	87,791	83,763	76,007	76,248	107,525	104,608	115,184	125,252	116,145	105,767	122,068	1,224,068
1886.....	90,411	85,447	84,361	81,181	96,888	108,373	98,043	106,921	104,866	113,504	112,952	123,302	1,301,339
1887.....	94,136	78,976	92,910	92,768	90,523	96,535	106,694	114,713	121,217	142,823	.....	.....	.....
Milwaukee and Prairie du Chien:													
1883.....	67,180	76,132	44,925	88,177	104,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,217,259
1884.....	102,749	116,135	88,221	140,413	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1885.....	98,184	74,233	70,740	106,689	146,943	224,593	217,160	170,555	228,020	310,596	226,840	110,664	1,935,712
1886.....	121,778	84,597	121,735	108,082	267,488	282,172	170,796	116,234	160,969	245,701	244,564	93,787	1,933,900
1887.....	143,000	85,000	72,000	87,510	119,104	116,579	131,000	113,707	277,830	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1883.....	248,784	230,508	557,227	268,613	264,335	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,543
1884.....	256,600	304,445	338,454	330,051	267,126	315,258	275,891	358,862	402,219	407,107	448,934	411,806	4,120,162
1885.....	368,996	366,361	413,974	365,180	351,489	387,093	301,018	418,675	496,808	524,700	496,072	351,709	4,826,727
1886.....	312,846	277,234	412,716	418,070	418,024	384,884	338,558	384,401	429,177	496,955	429,546	362,218	4,650,328
1887.....	305,887	311,088	379,761	391,163	353,601	304,232	312,679	428,762	437,965	559,455	.....	.....	.....
Michigan Central:													
1883.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1884.....	252,455	278,848	348,802	338,276	271,553	256,780	283,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1885.....	366,324	344,228	387,241	401,456	356,603	329,105	413,501	470,631	400,694	447,070	328,870	320,560	4,290,560
1886.....	282,439	285,796	337,158	343,787	386,196	336,083	324,996	358,646	429,161	493,640	414,804	308,669	4,290,115
1887.....	304,095	283,661	376,210	362,783	333,062	284,977	313,021	398,998	461,775	566,296	.....	.....	.....
Milwaukee and St. Paul:													
1883.....	51,965	40,474	64,993	83,202	131,443	129,970	99,662	86,482	104,710	221,638	198,135	129,227	1,462,106
1884.....	98,181	86,523	95,906	109,259	203,018	237,662	261,906	241,370	300,841	396,579	346,717	171,126	2,035,601
1885.....	131,707	123,404	123,957	121,533	246,622	244,376	208,786	185,815	276,416	406,359	328,539	129,587	2,538,800
1887.....	143,800	130,000	134,900	192,543	230,497	221,690	193,738	206,436	403,475	.....	.....	.....	.....
New York Central:													
1883.....	749,163	631,956	710,814	770,223	736,114	610,417	749,571	762,841	892,744	1,018,375	963,228	1,002,768	9,693,244
1884.....	920,272	790,167	867,590	911,397	839,126	841,165	815,512	840,450	1,070,551	1,041,522	1,045,401	1,157,818	11,099,883
1885.....	921,881	936,587	959,023	1,105,664	1,004,433	1,029,736	1,085,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,929	13,367,709
1886.....	957,869	913,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,496,753	1,624,434	1,526,339	1,486,366	1,117,833	14,674,128
1887.....	1,096,390	895,887	1,136,745	1,190,491	1,170,415	1,084,533	1,136,461	1,286,911	1,480,929	.....	.....	.....	.....
Ohio and Mississippi:													
1883.....	210,339	260,468	309,261	269,442	224,957	228,242	268,						

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort	1,720,000	7	Jan. & July.	New York.	1898	28
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	65
1st Mortgage convertible	853,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,706	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Albany and Susquehanna:							Income bonds	47,000	8	May & Nov.	"	var.	
Mortgage	2,114,000	7	April & Oct.	Albany.	1883		1st Mort. (C. R. I. & Pa.)	6,692,000	7	Jan. & July.	"	1896	98
Allegheny Valley:							Chicago and Northwestern:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1895	96
Atlantic and Gt. Western:							General 1st Mortgage	3,600,000	7	"	"	1885	84
1st Mortgage, N. Y. Division	695,000	7	Jan. & July.	London.	1879		Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	90
2d Mortgage	774,700	7	April & Oct.	"	1881		Consolidated Sinking Fund	3,040,000	7	P. M. A. & N.	"	1915	81
3d Mortgage	2,324,800	7	"	"	1877		Equipment Bonds	165,000	7	Apr. & Oct.	"	1874	94
1st Mortgage, Penn.	915,500	7	Jan. & July.	"	1882		Equipment Bonds	2,200,000	10	May & Nov.	"	'93-'71	
2d Mortgage	319,000	7	June & Dec.	"	1882		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	88
1st Mortgage, Franklin Branch	3,744,400	7	April & Oct.	New York.	1876		Green Bay Extension Bonds	300,000	7	"	"	1886	75
2d Mortgage, Ohio Division	2,880,000	7	Jan. & July.	"	1883		Flagg Trust Bonds	200,000	8	Jan. & July.	"		
3d Mortgage	1,492,000	7	Feb. & Aug.	"	1884		Cincinnati, Hamilton and Dayton:						
1st Mortgage, Buffalo Exten'n	200,000	7	March & Sept.	London.	1884		2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
2d Mortgage, Silver Creek	10,533,500	7	Quarterly.	"	1890		3d Mortgage	500,000	8	"	"	1877	
Consolidated Bonds							Cincinnati and Zanesville:						
Atlantic and St. Lawrence:							1st Mortgage	1,300,000	7	May & Nov.	New York.	1883	
Dollar Bonds (Coupon)	668,000	6	April & Oct.	Portland.	1866		Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878		1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	98
City of Portland Loan (Coups.)	1,000,000	6	Various	N. Y., P. & Bos.	'68-'70		2d Mortgage	587,000	8	March & Sept.	"	1876	
Baltimore and Ohio:							Hubbard Branch	105,000	7	"	"		
Maryland Sterling B'ds of 1853	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Clev. Painesville and Ashtabula						
Mortgage Coupon " 1853	1,862,000	6	April & Oct.	Baltimore.	1885	97	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
" " " 1850	628,500	6	Jan. & July.	"	1880	98	Dividend Mortgage	1,000,000	7	"	"	1880	
" " " 1855	1,021,750	6	Jan. & July.	"	1875	100	Cleveland and Pittsburgh:						
" " " 1858	915,280	6	Ja. Ap. Ju. Oc.	"	1867	98	2d Mort. (M. L.) or 1st Extension	1,123,000	7	March & Sept.	New York.	1873	90
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	87
Bay de Noquet and Marquette:							4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	"	1892	75
Income	100,000	8	April & Oct.	Boston.	1870		Clev. Columbus and Cin.						
Belleville and Indiana:							1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'90	90	Cleveland and Toledo:						
2d Mortgage	433,000	7	"	"	1870	82	Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1887	
Income bonds	87,000				1870		Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	"	1872	
Belvidere Delaware:							C. & T. Mortgage Bonds	692,000	7	April & Oct.	"	1886	96
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82	C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81	C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1885	102
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877		Columbus and Indiana Central						
Boston Concord and Montreal:							1st mortgage	3,200,000	7	Jan. & July.	New York.		
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		2d mortgage	1,000,000	7	May & Nov.	"		
2d Mortgage	300,000	7	"	New York.	1865		Columbia and Xenia:						
3d Mortgage	100,000	6	Jan. & July.	Boston.	1870	95	Mortgage	248,000	6	March & Sep.	Columbus.	1890	
2d Mortgage Coupons	250,000	7	"	New York.	1870	96	Connecticut River:						
Sinking Fund	326,000	6	"	Boston.	1889	94	Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Boston and Lowell:							Connecticut and Passump. Rivers:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100	1st Mortgage	572,800	6	June & Dec.	Boston.	1876	90
"	200,000	6	April & Oct.	"	1879	93	Cumberland Valley:						
Buffalo, Bradford and Pittsburg:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	106
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886		2d Mortgage	109,500	8	"	"	1904	
Buffalo, New York and Erie:							Dayton and Michigan:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93	1st Mortgage	288,000	7	Jan. & July.	New York.	1887	93
2d Mortgage coupon	250,000	7	May & Nov.	"	1872	85	2d Mortgage	2,589,000	7	"	"	1881	87
Buffalo and State Line:							3d Mortgage	642,000	7	"	"		
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98	Toledo depot bonds	169,500	7	"	"		
Income (1 in '90, 1 in '72)	200,000	7	Jan. & July.	"	var.		Dayton and Western:						
Special Erie and North-East	149,000	7	"	"	'61-'70		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Burlington and Missouri:							2d Mortgage	250,000	7	June & Dec.	"		40
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870		Delaware:						
Convertible bonds	600,000	7	Jan. & July.	"	1870		1st Mort. guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Old Road bonds	121,160	7	"	"	'93-'80		Guaranteed	100,000	6	"	"	1875	
Camden and Amboy:							State Loan	170,000	6	"	"	1876	
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880		Delaware, Lockawana and W'n:						
American Loan	8,335	6	"	New York.	1864		1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
Loan for \$500,000	210,600	6	"	"	1870	100	2d Mortgage (E. Extension)	1,222,500	7	April & Oct.	"	1875	97
" " \$300,000	338,940	6	"	"	1870	95	3d Mortgage	1,669,000	7	March & Sept.	"	1881	98
" " \$75,000	675,000	6	"	"	1875	87	Des Moines Valley:						
" " \$1,700,000	1,700,000	6	Feb. & Aug.	"	1883	86	1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
" " \$2,500,000	867,000	6	May & Nov.	"	1889	85	Income	348,000	7	Jan. & July.	"	1884	80
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889	93	Detroit and Milwaukee:						
Camden and Atlantic:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90	2d Mortgage	1,000,000	8	"	"	1885	
2d Mortgage	493,900	7	April & Oct.	"	1879	68	3d Mortgage (convertible)	750,000	10	"	"	1863	
Catawissa:							4th Mortgage (G. W. R. R.)	500,000	8	"	"		
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		Dubuque and Sioux City:						
Central of New Jersey:							1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	87
1st Mortgage	900,000	7	Feb. & Aug.	New York	1870	104	Construction bonds, 2d Div'n	600,000		"	"		
2d Mortgage	600,000	7	May & Nov.	"	1875	100	Eastern (Mass.):						
Central Ohio:							2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	82	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	90
2d Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1885	101	1st M. (State) \$75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
3d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	85	Essex Railroad Bonds	214,400	6	"	"	1876	
4th Mortgage (S. F.)	960,000	7	"	"	1885	85	East Tennessee and Georgia:						
Income	1,305,800	7	"	"	1875	50	Endorsed by State of Tennessee	159,450					
Central Pacific of California:							Mortgage (Ordinary)	780,490					
1st Mortgage	7,326,000	6	Jan. & July.	New York.	1896	94	East Tennessee and Virginia:						
Convertible bonds	1,600,000	7	"	"	1883	100	State of Tennessee Bonds	1,899,000	6	"	"		
Cheshire: '75, '77, '80	673,300	6	Jan. & July.	Boston.	'75-'80	92	Endorsed by State of Tennessee	185,000					
Chicago, Burlington & Quincy:							1st Mortgage (after State)	74,000					
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111	2d Mortgage bonds	14,000					
" " " " " " " "	8,123,000	8	"	"	1883		Elmira and Williamsport:						
Penn. Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
2d Mortgage, inconvertible	841,000	4	July.	Frankfort a. M.	1890		Five per cent bonds	570,000	5	April & Oct.	"		61
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100	Erie and North-East:						
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1868		Exchanged for Buff. and St. L.	140,000	7	Jan. & July.	New York.	61-'70	
C. R. & Q. Serp	413,280		Jan. & July.	Frankfort a. M.			Evansville and Crawfordville:						
Chicago and Alton:							Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	105	Mortgage Bonds	150,000	7	Feb. & Aug.	"	1881	
1st Mortgage pref. S. F.	433,000	7	May & Nov.	"	1877	100	Florida:						
Income Bonds	1,700,000	7	April & Oct.	"	1888	90	Internal Improvement (State)	1,655,000	7	"	"	1891	
							Free Land, 2d Mortgage	1,500,000	8	"	"	1891	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$639,000	8	Mar. & Sept.		1867		Guaranteed by State	200,000	7	April & Oct.	Richmond.	'75-'76	
North-Eastern (S. C.):							Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869		Mortgage (Registered)	504,000	7	"	"	1873	
2d Mortgage	145,000	7	"	"	1868		Richmond and Petersburg:						
Prof. Stock (see'd 2d mort. b'ds)	165,000	8	May & Nov.	"	1873		Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Northern Central:							Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Md. State Loan (irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore.			Rome, Watertown and Ogdensb.:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95	1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Rutland and Burlington:						
Y. and O. guar. by Balt. 2d Mort.	500,000	6	"	"	1877	94	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85	2d Mortgage	937,500	7	"	"	1863	33 1/2
North. Cen., 3d Mort. (\$2,500,000)	724,500	6	April & Oct.	"	1900	78 1/2	3d Mortgage	440,000	7	"	"	1863	3
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	80 1/2	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
Chattel Mortgage	800,000	10	"	"	1887	112 1/2	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	30
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94	1st Mortgage	981,000	7	Feb. & Aug.		1900	75
Norwich and Worcester:							3d Mortgage	148,000	7	"		1875	
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877		Six per cents	73,972	6	"		1878	
Bonds for Dividend Serip.	55,000	7	"	New York.	'64-'74		Sandusky, Mansfield and N'wark:						
Steamboat Bonds	95,000	7	Feb. & Aug.	"	'63-'70		1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	
Ohio and Mississippi:							Seaboard and Roanoke:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	85 1/2	1st Mortgage	210,000	7	"		1880	
1st Mortgage—Western	850,000	7	"	"	1872		3d Mortgage	71,000	7	"		1870	
2d Mortgage—Western	750,000	7	"	"	1874		Registered Convertible	123,893	7	"		1873	
Orange and Alexandria:							South Carolina:						
1st Mortgage	400,000	6	May & Nov.	New York.	1893		State Loan	187,000	6	"		1868	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875		Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
2d Extension	570,500	6	May & Nov.	"	1873	85	Domestic Bonds	643,500	7	April & Oct.		'69-'71	
Ogdensburg & Lake Champlain:							Starl. Skg f'd b'ds after Jan. 1, '70	2,012,984	5	Jan. & July.	London.	1886	
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99	Do. do.	278,187	5	Jan. & July.	Charleston.	1886	
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	586,000	6	Jan. & July.	Oswego.	'70-'80		1st Mortgage	500,000		"			
Pacific (Mo.):							South-Western (Ga.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'63-'70	90 1/2	1st Mortgage	437,000		"	Macon.	'75-'83	
Panama:							Stauben and Ind. (P. C. and O.):						
1st Mortgage Sterling	418,000	7	April & Oct.	London.	1870		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage Sterling	345,000	7	April & Oct.	"	1875		Sunbury and Erie						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mort. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia.	1877	57
Peninsula:							Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1893	79 1/2	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
Pennsylvania:							St. Louis, Alton & Terre Haute:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1890	99	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
2d Mortgage	2,821,000	6	April & Oct.	"	1875	98 1/2	" (series B)	1,100,000	7	April & Oct.	"	1894	
3d Mortgage Sterling	2,285,840	6	"	London.	1875		2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	53
State Works Bonds	6,700,000	6	Jan. & July.	Harrisburg.	1894	102	" (series D)	1,400,000	7	May & Nov.	"	1894	
Penobscot and Kennebec:							" Income (series E)	1,700,000	7	"	"	1894	78
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75		St. L. Jacksonv. and Chicago:						
2d Mortgage (Coupon)	800,000	6	Feb. & Aug.	Bangor.	1876		1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
Petersburg and Lynchburg (S. Side):							St. Paul and Pacific 1st Division:						
1st Mortgage ('70-'75)	800,000	6	Jan. & July.	Petersburg.	'70-'75		1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
2d Mortgage (1892-'70-'72)	814,900	6	"	"	'62-'72		1st Mort. (70 m.), 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
Special Mortgage (1895-'68)	175,000	6	"	"	'65-'68		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Last Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69		Toledo, Peoria & Warsaw:						
Phila. German Loan and Norris'n:							1st Mortgage	1,000,000	7	June & Dec.	New York.	1894	82
Convertible Loan and Erie:	292,500	6	Jan. & July.	Philadelphia.	1885		Toledo, Wabash and Western:						
Philadelphia and Erie:							1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	88
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877		1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1890	
1st Mortgage (general)	5,000,000	6	"	"	1881	93	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	70 1/2
2d Mortgage	3,000,000	7	"	"	1885		2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
3d Mortgage	4,000,000	6	"	"	1901		Sinking Fund B'ds (T. W. & W.)	1,020,000	7	April & Oct.	"	1871	80
Philadelphia and Reading:							Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	70 1/2
Bonds of 1886 (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880		Vermont Central:						
" 1849	2,695,600	6	April & Oct.	"	1870	98	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110 1/2
" 1861	105,000	6	Jan. & July.	"	1871	91	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	84
" 1843	1,525,800	6	"	"	1880	91 1/2	Vermont and Massachusetts:						
" 1844	894,000	6	"	"	1880	91 1/2	Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	92 1/2
" 1845	101,000	6	"	"	1880	92	Virginia Central:						
" 1849	67,000	6	"	"	1880	92 1/2	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
" 1857, (convertible)	415,500	6	"	"	1886	97	Mortgage (coupons)	206,500	5	"	Richmond	1872	
" 1859	60,000	7	"	"	1886		Mortgage (coupons)	983,000	6	"	New York	1884	
Phila. Wilmington and Baltimore:							State Loan 1859-'60	210,000	6	"	Richmond		
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	96	Coupon bonds of 1865	33,000	8	"	"	1873	
Pittsburg and Connelleville:							Funding Interest bonds	83,125	8	"	"	'70-'77	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74 1/2	Dividend bonds	122,613	6	"	"	'65-'75	
Pittsburg, P. Wayne and Chicago:							Virginia and Tennessee:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105	1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
" (series B)	875,000	7	Feb. & Aug.	"	1912		2d Mortgage	23,500	6	"	"	1878	
" (series C)	875,000	7	Mar. & Sept.	"	1912		3d or Income Mortgage	814,500	6	"	"	1895	55
" (series D)	875,000	7	April & Oct.	"	1912		Enlarged Mortgage	698,800	6	"	"	1884	
" (series E)	875,000	7	May & Nov.	"	1912		Warren (N. J.):						
" (series F)	875,000	7	Jun. & Dec.	"	1912		1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
2d Mortgage (series G)	880,000	7	Jan. & July.	"	1912	97	Warwick Valley, N. Y.:						
" (series H)	880,000	7	Feb. & Aug.	"	1912		1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
" (series I)	880,000	7	Mar. & Sept.	"	1912		Watertown and Rome:						
" (series J)	880,000	7	April & Oct.	"	1912		Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
" (series K)	880,000	7	May & Nov.	"	1912		Western (Mass.):						
" (series L)	880,000	7	June & Dec.	"	1912		Sterling (\$250,000)	4,219,520	5	April & Oct.	London.	'68-'71	
3d Mortgage	2,000,000	7	April	"	1912	85	Dollar Bonds	350,500	6	"	Boston.	1875	97 1/2
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876		West Jersey:						
Pittsburg and Steubenville:							1st Mortgage	238,000	6	March & Sep.	Camden.	1883	87 1/2
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75	1st Mortgage	772,000	7	"	Philadelphia.	1896	
Potomac and Waterdown:							Western Maryland:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	'64-'74		1st Mortgage	696,000	6	Jan. & July.	Baltimore.	1890	75
Quincy and Toledo:							1st Mortgage guaranteed	200,000	6	"	"	1890	90
1st Mortgage	530,000	7	May & Nov.	New York.	1890		Western Pacific:						
Raleigh and Gaston:							1st Mortgage						
Coupon	100,000				1862		Wilmington and Manchester:						
Raritan and Delaware Bay:							1st Mortgage	598,000	7	June & Dec.	New York.	1896	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888		2d Mortgage	200,000	7	May & Nov.	"	1873	
2d Mortgage	250,000	7	"	"	1888		Income Bonds	16,000	7	March & Sept.	"	1864	
Equipment Bonds	208,000	7	"	"	1870		Wilmington and Weldon:						
Richmond, Fred. and Potomac:							Sterling Bonds	576,837	6	"	London.	1861	
Sterling (\$267,000)	324,000	6	"	"	1860			197,777	7	"		1866	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.									
30 Jun. '80	65.0				50.6			ALABAMA.															
28 Feb. '80	30.3				58.1	2	2	Alabama and Florida	1,451,526			877,963	508,500	105,255	1,515,704	54.0			101,102	87,866			
31 May '80	109.6				57.8	11	9	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	518,965	30.3			55,791	31,862			
30 Jun. '80	57.0				171.3			Ala. and Tennessee Rivers	2,261,927	184,906		1,067,008	777,777	240,485	2,476,023	109.6			207,626	111,282			
31 Dec. '80	469.3	13.5			49.4	21	263	Mobile and Girard	1,500,000							236.791			76,778	21,008			
28 Feb. '80	88.5	23.4			21	12	123	Mobile and Ohio	9,258,002	2,189,562		8,615,400	7,561,831	1,591,391	17,922,359	482.5	8 mo.	1,324,847	642,499				
								Montgomery and West Point.	2,439,420	808,207	315,199	1,644,104	1,130,700	238,781	3,063,580	116.9		449,007	139,402				
1 Nov. '80	38.5				107.5			ARKANSAS.															
30 Dec. '80	22.5							Memphis and Little Rock	568,877			351,524	446,000	10,725	811,949								
								CALIFORNIA.															
								Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850	22.5		230,251	104,394				
								CONNECTICUT.															
31 July '85	23.8		1.9		75.1	6	5	Danbury and Norwalk	845,798	66,483	8,256	806,900	100,000		973,137	23.8		103,323	26,249	3			
31 Jan. '86	122.4		17.7		18	20	310	Hartford, Provid. and Fishkill	3,902,356	802,511		2,087,940	1,826,740		5,916,686	122.4		319,483	644,726	160,189			
31 Aug. '87	61.4	10.2			26	42	434	Hartford and New Haven	3,238,982	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2		546,112	1,658,334	592,288	12		
31 Dec. '85	74.0				10	12	261	Housatonic	2,439,775	*	847,819	2,000,000	272,500	150,848	2,787,594	124.0		162,989	478,026	66,483			
31 Dec. '85	87.0		2.0		8	11	188	Naugatuck	1,455,639	*		1,100,000	295,000	34,065	1,489,064	82.0		159,074	419,499	135,322	10		
28 Feb. '86	60.0		2.6		8	10	10	N. Haven, N. London and Ston.	1,454,040	*		788,538	766,000		1,554,538	60.0		67,143	108,000				
30 Nov. '86	85.0	5.5			4	3	22	New Haven and Northampton	2,379,608	*	2,379,606	1,224,100	650,000		3,353,706	30.0		90,087	79,556				
30 Nov. '86	100.0				14	16	150	New London Northern	658,808	*		896,000	853,283	122,500	1,871,783	100.0		228,540	332,570	85,064	8		
31 Mar. '87	61.3	1.0	68.5		35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4		787,822	2,068,260	704,016	10		
30 Nov. '86	59.4	7.0	2.2		19	19	456	Norwich and Worcester	2,468,983	149,711	666,663	2,833,800	558,000	6,112	3,590,367	66.4		866,149	750,978	260,523	10		
								DELAWARE.															
31 Oct. '80	84.3		10.7					Delaware	1,552,257	*		406,132	670,000	271,877	1,807,624	84.3		138,970	41,466				
31 Oct. '82	16.2							Newcastle and Frenchtown	704,850		18,536	744,520			763,056	16.2		27,288	10,290	9			
								FLORIDA.															
								Florida	632,791	30,556		191,455	195,000	75,594	619,112	32.0		7,567	3,535				
30 Apr. '80	32.0		3.0	13.0	8	1	6	Florida and Alabama															
30 Apr. '80	59.9		6.0					Flo., Atlantic and Gulf Central															
30 Apr. '80	100.0	3.9	10.0	153.5				Pensacola and Georgia															
								GEORGIA.															
30 Jun. '87	86.7				18	6	88	Atlanta and West Point	1,290,079	*	145,554	1,232,200	55,500	56,575	1,346,632	86.7		591,477	68,880	34			
30 Apr. '87	92.6		8.7	70.9				Atlantic and Gulf—M. Trunk															
31 Dec. '86	92.6							Augusta and Savannah	1,032,200	*		733,700	129,500		1,168,200	92.6		168,998	95,612				
30 Apr. '80	43.5				23.7			Brunswick and Florida	755,000	*		151,887			906,887	43.5							
30 Nov. '86	101.0				49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,549,925	4,666,300	756,000	133,940	6,888,265	101.0		1,734,749	359,214				
31 Mar. '87	171.0	71.0			40	23	407	Georgia (and Bank)	4,156,000	*	1,394,361	4,156,000	386,000	241,932	7,176,293	171.0		1,136,142	248,306	64			
30 Nov. '86	102.5				19	16	171	Macon and Western	1,500,000	*		1,500,000			1,500,000	102.5		226,241	404,618	212,676	19		
31 July '80	59.0				7	2	107	Muscogee	774,244	162,534		669,950	249,000		1,039,484	59.0		302,714	110,616				
1 May '85	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	62,374		1,275,901	10,200	180,621	1,458,726	68.1							
31 July '87	106.1	100.8	16.2		19	20	257	South Western	3,383,131	414,195	53,595	3,900,900	487,000	146,067	4,534,558	106.1		806,356	1,006,858	332,551	9		
30 Sep. '80	128.0				52	34	705	Western and Atlantic	5,901,497	*		6,111,000	3,933,000	498,049	12,290,904	128.0		1,934,116	3,695,158	1,484,616	84		
								ILLINOIS.															
31 Dec. '86	250.0				67	32	1,098	Chicago and Alton	10,118,522	*	2,172,282	6,811,900	3,933,000	498,049	12,290,904	250.0		1,934,116	3,695,158	1,484,616	84		
30 Apr. '87	317.0	83.0	47.0		119	55	2,438	Chicago, Burlington and Quincy	13,245,711	2,565,327	2,758,986	10,399,010	5,458,250	365,542	18,987,026	317.0		6,146,852	2,793,463	20	133		
31 May '87	491.0	661.4	30.0		244	138	5,556	Chicago and Northwestern	41,371,570	*	3,992,752	28,021,621	16,261,000	1,123,476	46,864,322	491.0		10,161,733	2,226,967	49			
31 Mar. '87	181.8	181.5			42	2	407	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,500,735	181.8		3,674,334	1,413,999	10	96		
31 Dec. '86	174.6	5.5	14.3		21	22	504	Great Western	1,039,561	*		1,048,561	2,380,000		3,428,561	174.6		742,097	377,476				
31 Dec. '86	464.8	252.5			150	83	3,548	Illinois Central	20,954,453	*	10,333,328	23,415,780	12,144,000		4,214,542	464.8		8,603,982	6,646,741	2,176,447	10		
31 Dec. '86	111.0				112	17	7	Toledo, Peoria & Warsaw	5,217,634	*	62,349	3,335,939	1,000,000		4,403,287	111.0		288,524	501,605	171,967	10		
31 Dec. '86	195.0	14	12.2		46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000	*		4,000,000	6,700,000		10,700,000	195.0		2,240,744	438,558		50		
								INDIANA.															
31 Aug. '85	132.0				41	23	765	Chicago and Great Eastern	2,312,344	288,255	125,587	1,142,834	1,240,000	4,502	2,720,187	132.0		246,145	559,128	246,720	20		
31 Dec. '82	72.4				14	10	187	Evansville and Crawfordsville	1,667,089	274,081	26,641	611,055	1,254,500	15,900	2,102,761	72.4		442,898	158,541				
31 Dec. '85	89.8	20.2			23	19	813	Indiana Central	2,497,952	540,043	25,689	1,689,900	1,362,284	140,639	3,458,108	89.8		442,898	230,534				
31 Dec. '84	84.0				15			Ind., Pittsburg and Cleveland	2,375,556	*	240,232	1,872,000	997,000	106,879	2,975,878	84.0		394,539	771,768	307,532	9		
1 Dec. '82	78.0		11.0		15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000		2,176,235	78.0		312,569	227,868				
31 Mar. '84	96.0	46.0</																					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line, Lateral and Branch Lines, 2nd Trunk and Sidings, Road in progress or projected.				Engines, Passenger, Freight, etc.				Property and Assets.					Liabilities.					Gross, Net, Dividends, Price of share.				
									Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of share.		
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	\$	
MAINE.																							
30 Nov. '92	55.0				6	4	74	Androscoggin	1,050,000				151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461			
30 Jun. '96	149.0			25.0	41	17	349	Atlantic and St. Lawrence	7,664,089				2,494,900	3,471,560	1,955,870	7,952,330	149.0	878,873	1,116,113	177,873			45
31 Dec. '96	63.0			8.0	12	11	120	Portland and Kennebec	3,000,000				1,000,000	2,000,000		3,000,000	109.5	309,481	612,118	177,423			
31 May, '95	99.7			9.5	13	15	233	Maine Central	4,212,201			57,091	1,447,080	2,733,800	1,059,7	4,801,457	109.2	171,568	489,592	219,325			
31 May, '97	61.8				14	4	167	Portland, Seacoast and Portsmouth	1,800,184			498,483	1,500,000			1,858,689	61.8	227,394	529,325	230,325	6		100
MARYLAND.																							
30 Sep. '94	279.6	7.2			221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,699,906	16,151,962	9,420,580	1,022,969	39,653,113	288.8	3,498,876	5,577,092	5,507,183	10	116		
30 Sep. '94	30.0							Washington Branch	1,650,000				1,650,000			2,217,477	39.0		864,481	258,462	10	127	
31 Dec. '97	139.0	4.0	25.0		92	54	3,723	Northern Central	9,522,789	1,882,962	1,739,030	4,518,900	5,424,250	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,978	8		43	
MASSACHUSETTS.																							
30 Nov. '96					18	18	60	Boston, Hartford & Erie	12,510,917	412,896		11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579				15	
30 Nov. '96	26.8	1.8	16.8		26	41	554	Boston and Lowell	2,456,434	183,345		521,732	1,830,000	640,000	75,297	3,170,511	70.9	450,176	999,992	176,288	8		125
30 Nov. '96	74.8	8.8	60.4		38	30	744	Boston and Maine	3,982,547	448,557	581,286	4,078,974			5,010,730	164.3	775,454	1,575,823	498,499	10		139	
30 Nov. '96	47.0	7.0	45.0		30	63	230	Boston and Providence	3,152,600	207,400	557,051	3,360,000	15,000		3,917,051	61.8	441,186	1,190,784	384,044	10		142	
30 Nov. '96	44.6	24.0	62.6		36	68	386	Boston and Worcester	4,082,584	457,410	1,259,810	4,500,000			4,015,119	83.6	729,470	1,914,729	490,201	10		148	
30 Nov. '96	46.0	1.1	2.7		7	17	68	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,928			1,093,608	47.1	86,510	202,097	68,027	8		60	
30 Nov. '96	50.0	8.4	11.9		14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000			2,237,115	53.4	255,853	617,145	177,322	8		115	
30 Nov. '96	44.1	50.4	33.1		38	82	579	Eastern	4,452,999	506,090	3,678,300	1,848,400			5,428,790	94.5	805,800	1,422,167	477,714	8		111	
30 Nov. '96	51.0	42.5	76.1		29	38	472	Fitchburg	3,199,861	380,149	456,729	3,540,000			4,006,729	38.5	477,100	1,107,444	347,247	7		124	
30 Nov. '96	14.0		2.8		3	4	40	Fitchburg and Worcester	254,774	40,226		247,800	2,000		275,012	14.0	37,740	82,974	16,960	6			
30 Nov. '96	12.4		2.3		2	4	20	Lowell and Lawrence	332,383	30,275	7,027	200,000	75,000		370,155	(Op. by Boston & Lowell)	215,731	441,304	90,866	8		123	
30 Nov. '96	14.5	1.2	1.2		4	19	70	Nashua and Lowell	658,919	96,684	114,623	800,000		25,600	773,226	41.1	669,552	1,332,507	509,790	9		101	
30 Nov. '96	20.1	10.5	30.5		33	74	651	Old Colony and Taunton	455,582	46,018	184,000	600,000	184,000		684,000	36.7	72,492	259,107	71,352	9		101	
30 Nov. '96	13.0		7.0		1	3	1	Pittsfield and Newport	666,571	334,603		4,843,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,507	509,790	7		91	
30 Nov. '96	15.0		17.5		17	20	573	Providence and North Adams	432,430	11,247		450,000			450,000	18.6	50,880	114,107	31,164	6		80	
30 Nov. '96	45.4	1.0	17.5		17	20	573	Providence and Worcester	1,453,596	802,798	121,236	1,750,000		127,650	1,877,680	44.4	293,180	701,147	149,899	8		124	
30 Nov. '96	16.9		1.7		5	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900		417,171	(Op. by B. & L. Co.)	17,500		17,500	1		110	
30 Nov. '96	11.1	0.6	1.2		3	12	76	Taunton Branch	210,273	39,727	35,695	250,000			285,695	11.7	50,279	123,676	62,826	8		112	
30 Nov. '96	6.1		36.5					Troy and Greenfield			923,942	979,808			(Surrendered to the Commonwealth)								
30 Nov. '96	69.3	8.0	5.6		11	16	180	Vermont and Massachusetts	2,259,086	207,347	117,892	2,860,000	551,660		3,584,321	72.3	158,121	435,966	140,043	8		58	
30 Nov. '96	156.1	17.3	144.4		89	72	1,380	Western (incl. Alb. & W.S. etc.)	10,037,212	850,116	5,233,176	6,710,800	5,945,020		17,190,563	156.1	1,609,682	3,932,017	1,406,791	10		115	
30 Nov. '96	45.7		10.6		11	14	225	Worcester & Nashua (par 83)	1,025,000	116,000		1,141,000		13,190	1,256,385	45.7	250,869	474,362	178,965	10		115	
NEW HAMPSHIRE.																							
31 Mar. '97	93.6		5.0		14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281,345	93.5		467,714	147,127			80	
30 Nov. '96	53.6		8.0		22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200		2,936,186	70.6	422,417	601,617	109,887	2			
31 Mar. '96	34.5				22	22	494	Concord (par 50)	1,000,000	*	171,775	1,500,000			1,671,775	121.4	527,354	867,967	101,242	8		120	
31 Mar. '96	29.9		2.8		2	4	80	Manchester & Lawrence	825,000	175,000	62,327	1,000,000			1,062,327	52.7							
31 Mar. '96	29.3		2.8		2	4	80	Merrimack and Conn. Rivers	698,268	*	595,588	568,000			1,263,856	52.7							
31 Mar. '97	69.2	13.0	12.5		24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8		111	
NEW JERSEY.																							
31 Dec. '96	64.2	11.0	8.1		74	95	171	Belvidere Delaware	3,456,709	*		996,647	2,245,000	346,140	3,587,787	77.5		556,742	128,939				
31 Dec. '96	61.2	42.4	74.9					Camden and Amboy	10,099,001	*	4,351,251	7,597,412	10,073,137		18,060,549	124.2		5,607,652	1,444,705	15		125	
31 Dec. '96	60.2							Camden and Atlantic	1,331,434	*		1,001,993	1,084,776	107,432	2,244,201	60.2		303,975	129,869			9	
31 Dec. '96	74.0	12.0	74.0		65	52	1,071	Central of New Jersey	7,708,050	1,964,600	5,220,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,816	3,581,244	1,617,298	10		120	
31 Dec. '96	58.0		45.5		24	48	274	Morris and Essex	6,973,931	2,181,111	208,699	3,500,000	6,516,950	124,822	9,625,429	58.0		1,020,078	304,869	7		70	
31 Dec. '96	58.8				35	68	180	New Jersey	3,890,328	827,068	1,580,141	6,000,000	855,000		6,152,449	38.8	688,632	1,770,662	789,015	10		140	
31 Dec. '96	21.3				2	0	17	Northern New Jersey	487,803	*		168,800	280,000	74,740	487,803	24.0	106,971	222,769	22,951				
31 Dec. '96	65.0	16.0						Raritan and Delaware Bay	4,098,592	*		2,530,700	1,562,800	920,447	4,983,947	81.0		335,651	osa			65	
31 Dec. '96	18.2							Warren	2,000,000	*	59,050	1,847,650	611,400		2,059,050	18.2		451,297	154,045	7		91	
31 Dec. '96	38.5				47			W-st Jersey	1,219,504	*	454,219	731,050	1,010,500		1,741,550	58.0		263,420	69,712	29			
NEW YORK.																							
30 Sep. '96	93.5		7.4	41.5	13	12	216	Albany & Susquehanna	4,285,598	343,098		1,075,138	2,114,000	19,643	4,628,691	98.5	191,672	385,199	180,002				
30 Sep. '96	142.0				23	32	411	Buffalo, New York and Erie	3,369,088	*		960,000	2,880,000	Leased	3,369,088				233,100	134		108	
30 Sep. '96	88.3		20.0		38	23	739	Buffalo and State Line	2,277,838	509,576		2,200,000	1,018,000		3,218,000	88.0	1,393,666	2,483,751	812,156	10		195	
31 Dec. '96	400.0	97.0	3.0		371	180	5,825	Erie	19,122,686		5,165,188	25,101,121	22,429,927	5,085,864	34,287,874	784.0	1,093,139	4,496,413	2,238,704	4		7	
30 Sep. '96	144.0		128.3		83	161	827	Hudson River	13,374,864	2,168,971		9,692,971	7,227,460	1,167	15,434,826	150.0	1,720,519	4,845,526	1,965,099	9		126	
30 Sep. '96	107.0	13.9			21	40	161	Long Island	2,593,162	401,212		1,552,716	932,000		2,994,474	120.0	366,439	590,225	352,650	6			
30 Sep. '96	297.8	268.1	432.8		276	292	3,309	New York Central	27,612,584	6,521,577	9,985,992												

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.		
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.								
M.	M.	M.	M.	No.	No.	No.																
PENNSYLVANIA.																						
31 Jan. '66	44.0			136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,576,342	44.0	134,201	866,277	123,892		18	
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,969,900	1,156,519	60,721,124	507.0	2,041,771	4,833,490	1,476,030		13	
31 Oct. '66	65.0	2.5	4.5		21	9	263	Catawissa	3,634,000	*		3,350,000	266,000		3,634,000	61.5	227,645	447,052	130,541		8	
31 Oct. '66	74.0		6.3		15	12	130	Cumberland Valley	1,691,037	*		1,316,000	384,000		1,691,037	74.0	207,024	564,408	252,281		20	
31 Oct. '66	113.0		70.0		87	17	570	Del., Lackawanna and West'n	9,637,427	2,912,417		11,238,500	3,270,500	717,222	15,376,222	204.5	1,909,775	7,738,496	714,825		114	
31 Oct. '66	86.0	1.7	6.0		10	8	96	East Pennsylvania	1,342,081	227,559		654,400	674,900		1,564,740	36.0	199,412	446,078	237,034		5	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
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31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	105,000		25	
31 Oct. '66	73.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,00												

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---
Baltimore and Ohio, (prof.)	3,000,000	---	---	---
Berkshire (guaranteed)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	7	20
Catawissa (preferred)	1,150,000	7	7	22
Chamung (guaranteed)	380,000	---	---	---
Cayuga & Susquehanna (guarant.)	343,500	---	---	---
Cheshire (preferred)	2,017,925	7	7	61
Chicago & Alton (preferred)	2,426,400	7	7	125
Chicago & Northwestern (pref.)	14,789,125	7	7	64
Cocheco (preferred)	177,750	8	---	---
Ut. & Passumpsic Rivers, (pref.)	1,773,500	10	10	80
Cumberland Valley (1st preferred)	241,900	8	---	---
" (2d preferred)	243,000	8	---	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---
Dubuque & Sioux City (preferred)	1,988,171	7	3	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---
Elmira & Williamport (preferred)	500,000	7	7	42
Erie (preferred)	8,636,910	7	7	80
Hannibal & St. Joseph (preferred)	1,182,100	7	7	69
Harrisburg & Lancaster (guar.)	1,180,000	7	7	---
Houatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	---
Kennebec & Portland (preferred)	372,000	6	---	---
Lackawanna & Bloomsburg (pref.)	500,000	7	---	---
Merietta & Cincinnati (1st pref.)	6,556,135	7	3	15
" (2d pref.)	4,051,744	7	3	15
Michigan E. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	95
" (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,000	7	7	62
New Haven & Northampton (guar.)	1,010,000	---	---	---
New York & Harlem (preferred)	1,500,000	8	---	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Pateron & Hudson (guaranteed)	630,000	---	---	---
Pateron & Ramapo (guaranteed)	248,000	---	---	---
Peoria & Bureau Valley (guar.)	1,200,000	---	---	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	---	---	---
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	---
Rutland & Burlington (preferred)	382,700	8	---	---
" (preferred)	608,176	6	---	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	7	66
Toledo, Wabash & Western (pref.)	1,000,000	7	7	62
Toledo, Peoria & Warsaw (1st pref.)	1,551,314	7	7	---
" (2d pref.)	908,425	7	7	---
Troy & Greenbush (guaranteed)	274,400	6	6	80
Vermont & Canada, (guaranteed)	1,600,000	8	8	102
Warren (guaranteed)	1,403,300	7	7	---
White Mountains (guaranteed)	200,000	5	5	---
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	2	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6	J. & J.	1836	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qtrly.	1870	---
" sterling	4,375,000	6	"	1890	---
Preferred bonds	1,700,000	6	"	18	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. R.R.					
Erie and Penn.:					
Bonds	678,799	7	J. & J.	1865	---
Interest Certificates	161,900	6	"	1868	---
Lehigh Navigation:					
1st Mortgage	414,158	6	Qtrly.	1870	---
Six per cent. Loan	5,484,361	6	"	1884	84
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	---
2d Mortgage	57,000	6	"	1865	---
Morris:					
1st Mortgage	495,500	6	A. & O.	1876	90
2d Mortgage	302,760	6	"	89	---
Boat Loan	232,807	6	"	80	---
North Branch:					
1st Mortgage	660,000	6	M. & N.	1876	50
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	71
Improvement	1,601,970	6	M. & N.	1876	76
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	---
2d sig. loan converted	200,378	5	"	1865	---
Mortgage bonds	993,000	6	"	1873	68
Preferred Interest b'ds.	237,560	6	"	1878	---
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1853	19
West Branch & Susquehanna:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	83
Wyoming Valley	900,000	6	J. & J.	1872	22

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware.....	100	1,343,563	95	---
Chesapeake and Ohio.....	100	8,228,595	---	---
Delaware Division.....	100	1,633,350	46	---
Delaware and Hudson.....	100	10,000,000	10	146
Delaware and Raritan.....	100	2,298,400	10	---
Erie of Pennsylvania.....	50	64,000	---	---
Illinois and Michigan.....	50	6,968,146	10	28
Lehigh Navigation.....	50	726,900	3	---
Monongahela Navigation.....	100	1,025,000	10	36
Morris, (consolidated).....	100	1,175,000	10	90
" (preferred).....	100	---	---	---
North Branch.....	100	---	---	---
Sault Ste Marie.....	100	---	---	---
Schuylkill Navigation (consolid.).....	50	1,903,207	10	---
" (preferred).....	50	2,888,988	20	---
Susquehanna and Tide Water.....	50	2,043,200	15	---
Union.....	50	2,787,000	4	---
Union (preferred).....	100	1,100,000	6	30
West Branch and Susquehanna.....	50	750,000	16	45
Wyoming Valley.....	50	---	---	---

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON.—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Serril, 1 1/2 to 1 1/4 cents per lb.; Fig. \$9 per ton; Polished Sheet, 8 cents per lb.	
Pig, Scotch, No. 1	per ton. 88 @ 40
Pig, American, No. 1	42 @ 43
Pig, American, No. 2	39 @ 40
Bar, Refined, English and American	85 @ 90
Bar, Swedes, assorted sizes	(gold). 92 50 @ 105
STONK PRICES.	
Bar, Swedes, ordinary sizes	155 @ 155
Bar, English and American, Refined	105 @ 110
Bar, English and American, Common	95 @ 109
Scroll	132 50 @ 130
Ovals and Half-round	130 @ 140
Band	132 50 @ 130
Horse Shoe	127 50 @ 125
Rods, 3/4 to 1 1/2 inch	110 @ 165
Hoop	137 50 @ 190
Nail Rod	per lb. 9 @ 10
Sheet, Russia, Med. No's	174 @ 18
Sheet, Single, D. and T. Common	6 @ 74
Rails, English (gold)	per ton. 52 50 @ 53
Rails, American (at works)	79 @ 82 50
STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2 1/2 cents per lb. and 10 per cent. ad val. (Store prices.)	
English Cast. (2d and 1st qty.)	per lb. 18 @ 23
English Spring (2d and 1st qty.)	10 @ 12 1/2
English Blister (2d and 1st qty.)	11 1/2 @ 20
English Machinery	13 1/2 @ 16
English German (2d and 1st qty.)	14 @ 16
American Blister, "Black Diamond"	11 1/2 @ 17
American, Cast, Tool, do.	21 @ 23
American, Spring, do.	12 @ 15
American Machinery, do.	11 @ 14
American German, do.	11 @ 14
COPPER.—Duty: Pig, Bar and Ingot 2 1/2; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, 1 1/2 inches long and 14 inches wide, weighing 14 lb. in 16 square feet, 8 cents per lb. All Cash.	
Sheathing, New	per lb. 22 @ 33
Bolts	35 @ 35
Braziers	35 @ 35
Sheathing, &c., Old	22 @ 23
Sheathing, Yellow Metal	25 @ 25
Bolts, Yellow Metal	22 @ 29
American Ingot	22 @ 23
LEAD.—Duty: Pig, \$2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena	per 100 lb. 9 @ 9 50
Spanish (gold)	6 50 @ 6 55
German Refined (gold)	6 50 @ 6 55
English (gold)	6 50 @ 6 87 1/2
Bar (net)	10 50 @ 10
Pipe and Sheet (net)	12 @ 12
TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Bancas (gold)	per lb. 22 1/2 @ 26 1/2
Straits (gold)	23 @ 23 1/2
English (gold)	22 1/2 @ 22 1/2
Plates, I.O. Charcoal, p. box, 8 6 1/2 @ 9 25	12 50 @ 15 50
Plates, I.O. Coke	7 25 @ 8
Plates, Coke Terne	6 75 @ 9
Plates, Charcoal Terne	8 50 @ 9
PETROLEUM.—Duty: Crude, 3 cents; Refined 40 cents per gallon.	
Crude, 40 @ 47 gravity (in bulk), per gall.	12 @ 12 1/2
Crude, 40 @ 47 gravity (in shipping order)	15 @ 18 1/2
Refined, free, S. W.	48 @ 48
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— @ 25
Refined, in bond, Standard White	— @ 29
Refined, in bond, prime White	30 @ 30
Naptha, Refined, (60 @ 63 gravity)	31 @ 31
Residuum	per bbl. 3 50 @ 3 62 1/2

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 18.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13.
Atlantic M. S. S. Co.	116	116	116	116	116	116
Boston, Hartford & Erie	15	15	15	15	15	15
California 7s	---	---	---	---	---	---
Canton Co.	42	43	43	43	43	43
Chicago & Alton	---	---	---	---	---	---
" " pref.	---	---	---	126	---	---
" " 1 M.	---	---	---	---	---	---
" " S. F.	---	---	---	---	---	---
" " Inc. b'ds	---	---	---	---	---	---
Chicago, Burl. & Q.	133	133	133	133	133	133
" " 8 p.c.	---	---	---	---	---	111
Ohio & Northwestern	47	47	47	47	47	48
" " pref.	62	61	63	63	63	63
" " 1st M.	84	84	84	85	85	84
" " 2d M.	---	---	---	---	---	---
" " S. F.	96	96	96	96	96	96
" " Consol.	81	81	81	81	81	81
Chicago & Rock Isl.	94	95	95	95	95	95
" " 1st M. 70.	---	---	---	---	---	---
Chi., R. I. & Pa. 7s, 1896	94	94	94	94	94	94
Clev., Col. and Cin.	81	81	82	82	82	83
Clev. and Pittsburgh	81	81	82	82	82	83
" " 2 M.	---	---	---	---	---	---
" " 3 M.	---	---	---	---	---	---
" " 4 M.	---	---	---	---	---	---
Clev. and Toledo	102	102	102	102	102	103
" " S. F. 7 p.c.	---	---	---	---	---	---
Cumberland Canal, pref. 23	23	23	25	25	25	21
Del. & Hudson Canal	---	---	---	---	---	---
Del., Lack. & West.	114	114	114	114	114	114
" " 1 M. 8 p.c. '71-5.	---	---	---	---	---	---
" " 2 M. 8 p.c. '81	98	98	98	98	98	98
Erie	71	72	72	72	72	72
" pref.	77	77	77	77	77	77
" 1 M. 7 p.c. '87	---	---	---	---	---	---
" 2 M. 7 p.c. '79	103	103	103	103	103	103
" 3 M. 7 p.c. '83	---	---	---	---	---	---
" 4 M. 7 p.c. '80	91	92	92	92	92	92
" 5 M. 7 p.c. '88	---	---	---	---	---	---
Hudson River	125	125	125	125	125	125
" 1 M. 7 p.c. '69	102	102	102	102	102	102
" 2 M. S. F.	---	---	---	---	---	---
" 3 M. 7 p.c. '75	---	---	---	---	---	---
Illinois Central	125	126	126	126	126	126
" bonds	---	---	---	---	---	---
Marietta & Cin. 1st pref.	16	16	16	16	16	16
" " 2d	---	---	---	---	---	---
" " 1st mort.	---	---	---	---	---	---
Mariposa Mining Co.	8	8	8	8	8	8
" pref.	---	---	---	---	---	---
" " 1st mort. 27	30	30	30	30	30	30
Michigan Central	108	109	109	109	108	109
" S.F. 8 p.c. '82	109	109	109	109	109	109
" conv. 8 p.c. '69	---	---	---	---	---	---
M. S. and N. I.	78	78	79	79	79	79
" " guar'd.	---	---	---	---	---	---
" " 1 M. S. F.	96	96	96	96	96	96
" " 2 M.	---	---	---	---	---	---
Mil. and P. du Chien	---	---	---	---	---	---
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---	---	---
Missouri 6s	83	94	94	94	94	94
" " 1st pref.	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	38	40	40	40	40	40
" pref.	59	62	62	62	62	61
" " 1st mort.	---	---	---	---	---	---
" " 2d mort.	---	---	---	---		

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 13.

Th.7. F.8. Sat.9. M.11. Tu.12. W.13

FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	---	---	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---	---
U. S. 5s, 1874, coup.	---	---	---	---	---	---
U. S. 5s, 1866, coup.	---	---	---	---	---	---
U. S. 5s, 10-40s, coup. 101	101	101	101	102	102	102
U. S. 5s, 10-40s, reg.	100	100	100	100	100	100
U. S. 5s, 1881, reg.	---	---	---	---	---	---
U. S. 5s, 1881, coup.	---	---	---	---	---	---
U. S. 5s, '81, O. W. L. y.	---	---	---	---	---	---
U. S. 5s, 1881, " 4y.	---	---	---	---	---	---
U. S. 5s, 1887, reg.	---	---	---	---	---	---
U. S. 5s, 1888, reg.	---	---	---	---	---	---
U. S. 5s, 1888, coup.	---	---	---	---	---	---
U. S. 5s, 5-20s, reg. '82 104	105	105	104	104	104	104
U. S. 5s, 5-20s, c. '82	103	103	103	103	103	103
U. S. 5s, 5-20s, c. '84	105	105	105	105	105	105
U. S. 5s, 5-20s, c. '85	105	105	105	105	105	105
U. S. 5s, 5-20s, c. '85	106	106	106	106	106	106
U. S. 5s, 5-20s, c. n. '85 107	107	107	107	107	107	107
U. S. 5s, 5-20s, c. n. '87	107	107	107	107	107	107
U. S. 5s, 2d series	105	105	105	105	105	105
7.80 Notes, 2d series	105	105	105	105	105	105

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 12.

W.6. Th.7. F.8. Sat.9. M.11. Tu.12

Catawissa						
" preferred	22	---	---	---	---	---
Camden & Amboy	124	124	125	125	---	---
" " 6s, '87	---	---	---	---	---	---
" " 6s, '70	---	---	---	---	---	---
" " 6s, '75	---	---	---	87	87	---
" " 6s, '83	---	---	---	---	---	---
" " 6s, '88	---	---	---	---	---	---
" mort. 6s, '88	---	---	---	93	93	---
Ches. & Del. Canal 6s '86	---	---	---	---	---	---
Del. Div. Canal	---	---	---	---	60	48
Simira & W'msport	---	---	---	---	---	---
" " pref.	---	---	---	---	---	---
" " 7s	94	---	---	---	---	---
Lehigh Navigation	35	---	---	31	29	24
" " 6s, '84	85	84	84	84	84	84
Lehigh Valley R. R.	51	51	51	51	51	51
" " 6s	---	---	---	---	---	---
Little Schuylkill R. R.	---	---	---	---	---	---
" " 7s	---	---	---	---	---	---
Minehill	---	---	---	57	---	---
Morris Canal	---	---	---	---	---	---
" " pref.	90	---	---	---	---	---
" " 7s	---	---	---	---	---	---
North Pennsylvania	31	---	---	---	---	---
" " 6s	86	---	---	---	---	---
" " 10s	---	---	---	---	---	---
Northern Central	---	---	---	---	---	---
Pennsylvania R. R.	51	50	50	50	50	50
" " 1st m.	99	---	---	---	---	---
" " 2d m.	---	---	---	---	---	---
Penn. State, 5s	---	---	---	---	---	---
" " 5s, coupon	---	---	---	---	---	---
" " 6s, W. L.	101	101	---	---	---	---
Philadelphia City, 6s	97	97	97	97	97	97
" " new 101	101	102	101	101	101	101
" " muno	---	---	---	---	---	---
Philad. Germ. & Nor.	64	---	---	---	---	---
Phila. & Reading	47	47	48	47	47	47
" " 6s, '85	---	---	---	---	---	---
" " 6s, '70	85	---	---	---	---	---
Philadelphia & Erie	24	24	24	24	24	24
" " 6s	84	---	---	---	---	---
Philad. & Sunbury, 7s	---	---	---	---	---	---
Schuylkill Navigation	10	---	---	---	---	---
" " pref.	---	---	---	21	20	---
" " 6s, '82	---	---	---	---	---	---
" " 6s, '78	---	---	---	---	---	---
" " 6s, '72	---	---	---	---	---	---
Susq. Canal	---	---	---	---	---	---
" " 6s, '78	---	---	---	---	---	---
Union Canal, pref.	---	---	---	---	---	---
" " 6s, '83	---	---	---	---	---	---
West Br. Canal 6s '78	---	---	---	---	---	---
Wyoming Valley Canal	---	---	---	---	---	---
" bonds	---	---	---	---	---	---
Hestonville, (Horse)	10	9	---	---	---	---
Chestnut & Wal.	---	---	---	---	---	---
Green & Coates	---	---	---	---	---	---
2d and 3d streets	---	---	---	---	---	---
Spruce & Pine	---	---	---	---	---	---

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 12.

W.6. Th.7. F.8. Sat.9. M.11. Tu.12

Baltimore City 6s, 1875						
" " 1875	96	---	---	96	---	---
" " 1870	---	---	---	---	---	---
" " 1890	97	98	---	98	---	99
" " 1893	---	---	---	---	---	---
Balt. and Ohio	116	116	---	116	116	---
" " b'ds, '82	---	---	---	---	---	---
" " 7s	---	---	---	---	---	---
" " 80	---	---	---	---	---	---
" " 80	---	97	---	---	---	---
Northern Central	---	---	---	---	---	---
" " b'ds, 1885	---	---	---	---	---	---
" " 1900	---	---	---	---	---	---
City Passenger R. R.	---	---	---	---	---	---

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 13.

Th.7. F.8. Sat.9. M.11. Tu.12. W.13

Boston and Lowell						
Boston and Lowell	187	---	---	---	---	---
Boston and Maine	187	---	---	---	---	---
Boston and Providence	---	---	---	---	---	---
Boston and Worcester	150	---	---	---	---	---
Boston, Hartford & Erie	15	15	15	14	15	---
Cheshire, pref.	---	---	---	---	---	---
Concord	---	---	---	---	---	---
Connecticut River	---	---	---	---	---	---
Eastern, Mass.	111	---	---	---	---	---
Fitchburg	---	---	---	---	---	---
Manchester & Law's	---	---	---	---	---	---
Michigan Central	109	---	---	---	---	---
Northern, N. H.	111	---	---	---	---	---
Ogdens & Lake Champ	---	---	---	---	---	---
Old Colony & Newport	91	---	---	---	---	---
Ph. Wil. & Baltimore	53	53	53	53	53	53
Port'd, Saco & Ports	---	---	---	---	---	---
Vermont & Canada	93	---	---	---	---	---
Vermont & Mass.	57	---	---	---	---	---
Western	---	---	---	---	---	---
Broadway (Horse)	---	---	---	---	---	---
Cambridge	---	---	---	---	---	---
Metropolitan	56	---	---	---	---	---
Middlesex	---	---	---	---	---	---
Central Mining Co.	---	---	---	---	---	---
Copper Falls	23	23	25	25	25	25
Franklin	13	---	---	---	---	---
Huron	---	---	---	---	---	---
Ile Royale	---	---	---	---	---	---
National	---	---	---	---	---	---
Minnesota	---	---	---	---	---	---
Pewabic	10	10	---	---	---	---
Pittsburg	---	---	---	---	---	---
Quincy	---	---	---	---	---	---
Rockland	---	---	---	---	---	---

London Stock Exchange.

The following were the closing prices for American Securities on the 18th and 25th of Oct.:

		Closing Prices	
		Oct. 18.	Oct. 25.
United States, 5-20s, 6 per cent 1882	63	63	63
Do. do. 6 do. 1884	70	72	67
Do. do. 6 do. 1885	66	66	67
Do. do. 6 do. 1888	85	90	85
Virginia State, 5 per cent	45	50	45
Do. 6 per cent	31	33	31
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45	50	45
Do. do. 2d mort., 1881	45	50	45
Do. Penn., 1st mort., 1877	45	50	45
Do. do. 2d mort., 1882	45	50	45
Do. consolid. mort. bonds, 1880	20	21	20
Erie shares, \$100 (all paid) 8 p. c.	45	45	44
Do. convertible bonds, 8 p. c.	68	68	68
Do. 3d mort., 1883, 7 p. c.	62	68	62
Illinois Central, 6 p. c., 1875	85	90	85
Do. 7 p. c., 1875	75	77	75
Do. \$100 shares (all paid)	77	78	79
Marietta & Cin. R. R. bonds, 7 p. c.	65	67	65
Mich. Cen. convertible, 1889, 8 p. c.	68	72	68
Do. S. F. 1st mort., 8 p. c., 1882	67	70	67
New York Central \$100 shares	65	70	65
Panama R. R. 2d mort., 1872, 7 p. c.	100	105	100
Penn. R. R. bonds, 2d mort. con. 6 p. c.	90	95	90
Do. \$50 shares	---	---	---
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	83	88	82
Do. with option to be paid in Phil.	83	88	82

American Railroad Journal.

Saturday, November 16, 1867.

Stock Exchange and Money Market.

The changes in the Money Market, since our last, have not been important. The banks, while reporting a loss in their deposit and legal tender averages, have enlarged their loans and circulation moderately. They have also made a handsome addition to their specie hoard. The augmentation of the loan averages has been mainly in the form of temporary, controllable advances on the pledge of the public funds, and other prime or acceptable stock collaterals, the rates on which have been uniform at 6@7 per cent. On Saturday, a few of the more prominent of the Government houses had round sums deposited with them on call at the exceptionally low price of 5 per cent. Both the banks and private lenders continue to give the preference to call loan applications, which have been rather more numerous

and perhaps a trifle more urgent. Not much more favor has been shown to mercantile calls for aid. The failure of an old and respectable dry goods firm (that of Messrs. Tracy, Irwin & Co.) through the embarrassments resulting from the extraordinary dullness of trade, and the severe depression of values, together with the circulation of reports adverse to the solvency of a number of other houses, chiefly in the same line, served to check any tendency on the part of lenders to deal more freely in commercial paper, which has been discounted to only a moderate extent on the basis of 7@10 per cent. per annum, for all really current grades. The influx of currency from the West has been increasing, particularly since Monday, and larger numbers of Western merchants have been in market, for the purposes of purchasing supplies, which they could no longer conveniently dispense with, bringing with them more or less means, to be expended and left here. Against this influx, there has been an outflow of currency to the South, but, thus far, not of a disturbing magnitude. The Sub-Treasury business, last week, was on an unusually extensive scale, in both receipts and disbursements, the former having been the heavier by over four million dollars, adding thus much to the available cash balances of the office. There has been a further gain in this particular thus far, this week, on a reduced rate of disbursements. The city banks have increased their liabilities, in the face of slightly diminished resources. Since Aug. 3, they have lost 24 millions of deposits, and 21 millions of legal tenders; while gaining only 6 millions of specie. The specie reserve of the banks is now \$12,816,984, against \$13,145,391 same time last year. The city bank deposits are now \$177,849,809, against \$226,325,317 week ending Nov. 3, 1866. The legal tender reserve amounts to \$55,540,883, against \$71,512,495 same time last year. The circulation now stands at \$34,069,908, against \$39,968,940 same time last year. The loans are now \$247,719,175, against \$275,698,288 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$85,898,658 a day, against a daily average of \$80,226,050 the preceding week, and \$85,027,776 the week ending with Oct. 19. The current week's exchanges average about \$89,500,000 a day. The city banks, last week, gained \$3,842,449 of specie, but lost \$1,855,184 of legal tender, and \$359,915 of deposits. They increased their loans, \$491,687; and their circulation, \$32,827.

National Bank notes to the amount of \$80,330 were issued last week, making the total issue to 1,671 banks thus far, \$804,867,971, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$5,084,745, leaving, with the existing 1,680 banks, (having an aggregate capital of \$419,500,000,) an actual circulation at this date, of \$299,283,230. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$340,684,250; and for the public deposits, \$38,080,450—making a total of \$378,714,700. The Treasury Department last week redeemed and destroyed \$416,408 of worn and mutilated fractional currency, and issued \$755,952 of new.

The Philadelphia Bank movement the past

week shows a decrease in loans, of \$847,154; an increase of \$6,244 in specie; a decrease in legal tenders of \$340,832; an increase of \$344,075 in deposits; and an increase of \$5,692 in circulation. The Bank Clearings show an increase of \$1,418,911, and the balances, an increase of \$494,514.

The U. S. Sub-Treasury receipts, week ending with Nov. 9, were \$40,771,790, including \$1,923,857 from customs duties; payments, \$36,595,770, including \$2,724,000 of coin interest; balance at the close of the week, \$105,430,588, against \$101,254,567, at the close of the preceding week, showing an increase of \$4,176,020. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$6,955,414 including \$300,528 from customs; and payments, \$6,838,564; on Tuesday, receipts, \$2,037,761 including \$326,661 from customs, and payments, \$1,328,141. The balance at the close of business on Tuesday stood at \$106,259,058, against \$102,781,479 a week previous.

The United States Sub-Treasury, Boston, held cash balances of \$6,796,670 on Saturday. Customs at Boston, last week, yielded \$266,876.

In the line of Government revenues, there has been a slight improvement in the customs, but this has been more than offset by a decrease in the excises. The aggregate falling off, for the week, is equal to nearly two millions in currency. The excises, last week, yielded \$4,081,050, against \$6,250,000, the preceding week; customs at the port of New York \$1,923,857, and at the outports, about \$700,000 (in coin) more, making the grand total income for the week equal about \$7,640,275 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were \$265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about \$77,500,000.

Government received \$6,215,000 from customs, through the port of San Francisco, from Jan. 1, to Oct. 13, 1867, against \$6,150,000 same time in 1866.

The fluctuations in gold have been comparatively unimportant. The bulls have struggled earnestly to inflate the price, but they have met with no compensating success. An elaborate letter from Mr. Stevens, of Pennsylvania, advocating practical repudiation, by urging the liquidation of the funded debt of the country in greenbacks, instead of coin, as had been substantially agreed upon, in the original compacts between the Government, and its fund holders, or rather between the National Treasury and its legitimate creditors, was given to the public in a local paper on Saturday, and was expected to help the inflationists. The letter, however, produced no impression in the street, adverse to the credit of anybody but its author. Nobody seems to attach the slightest importance, in a business point of view, to the extreme "garrulity" of the "old man" of Pennsylvania, on a subject of which his acquaintance is not very profound, obviously. The less assuring political news from Europe tended slightly to strengthen the market, and business was more active toward the close. The range of the price of gold through the week was 138 $\frac{3}{4}$ @140 $\frac{1}{4}$; and the latest dealings on Wednesday were at 140. The total imports of specie

at this port from Europe, and other foreign ports since Jan. 1, 1867, have been \$2,870,374, against \$9,018,582 same time last year. The customs demand for Gold last week, averaged \$320,643 a day; thus far, this week, it has been equal to \$350,000 a day, or equal to a weekly aggregate of \$2,100,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$22,170, and from California, \$333,363. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been \$106,722,466, against \$119,447,333 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been \$25,302,796, against \$37,175,953 same time last year, showing a decrease this year, of \$11,873,157. The exports of specie from this port, last week, were \$298,112. The total outflow of specie from the port, since Jan. 1, 1867, has been \$45,135,444, against \$56,623,627 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$2,724,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, \$54,540,681, against \$44,021,710 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to Oct. 1, reached \$31,726,940, against \$34,689,705 same time last year, showing a decrease, in 1867, of \$2,962,765.

An increase of the offerings of foreign exchange has operated against the price, very pointedly. Though rates have been reduced, chiefly on sterling drafts, the demand has been less animated, if anywise changed. Bankers' 60 day bills on London closed at 109 $\frac{1}{2}$ @109 $\frac{3}{4}$, and on Paris to 5.15 $\frac{1}{2}$ @5.15; sight bills on London to 109 $\frac{3}{4}$ @110 $\frac{1}{4}$; and on Paris to 5.13 $\frac{1}{2}$ @5.12 $\frac{1}{2}$. The offerings of produce bills have been quite extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$4,683,445, making the total value of exports since Jan. 1, 1867, \$161,471,616, against \$164,317,268 same time in the preceding year.

Government securities have been in fair demand. There has been an increased call for the six per cents of 1881, and the Ten-Forty five per cents, which have improved in price. A few millions of the Ten-Forties have been bought for export to Europe, mainly to London, where these bonds are now not only regularly dealt in, but are in decided favor. The Five-Twenties of the several issues have been mostly sought after by home purchasers, for investment purposes. There has not been much business of a speculative nature transacted. Some short sales of the Ten-Forties were reported. They were generally protected by purchases on a rising market (consequently at a loss to the shorts) on Monday and Tuesday. The Seven-Thirties have been less buoyant, having been least sought after. It was announced on Tuesday that President Johnson heartily endorsed the policy of Secretary McCulloch, and peremptorily declines to make any change in his department. This announcement tended to strengthen confidence in the fund values, which close quite firmly and buoyantly. U. S. sixes of 1881 closed here on Wednesday at 112 $\frac{1}{2}$ @113; U. S. Five-twenties of 1862, 108 $\frac{1}{2}$

@108 $\frac{1}{2}$; U. S. Five-twenties of 1864 at 105 $\frac{1}{2}$ @105 $\frac{1}{2}$; U. S. Five-twenties of 1865 at 106 $\frac{3}{4}$ @106 $\frac{3}{4}$; U. S. Five-twenties of 1865, consolidated, 107 $\frac{1}{4}$ @107 $\frac{1}{4}$; U. S. Five-twenties of 1867, 107 $\frac{1}{4}$ @107 $\frac{1}{4}$; U. S. Ten-forties at 102 $\frac{1}{2}$ @102 $\frac{1}{2}$, and U. S. Seven-thirties at 105 $\frac{1}{2}$ @105 $\frac{1}{2}$. The brokers are buying the compound interest notes at the following rates, and selling at an advance of $\frac{1}{8}$ @ $\frac{1}{4}$ of 1 per cent. on these figures:

December, 1864..119 $\frac{1}{4}$	September, 1865..116
May, 1865.....117 $\frac{1}{8}$	October, 1865....115 $\frac{3}{4}$
August, 1865....116 $\frac{3}{4}$	

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 30.	Nov. 6.	Nov. 13.
Consols.....	94 $\frac{5}{8}$	94 $\frac{1}{2}$	94 $\frac{3}{8}$
U.S. 5-20's of 1862.....	69 $\frac{1}{4}$	70 $\frac{3}{4}$	70 $\frac{3}{4}$
Erie.....	46 $\frac{1}{2}$	46 $\frac{1}{2}$	47
Ill. Central.....	79 $\frac{1}{4}$	82 $\frac{1}{4}$	84 $\frac{1}{4}$

There has been unusual variability in the General Stock Market. The railways have been in moderate speculative demand at momentarily fluctuating prices, though no very decisive changes occurred. In the miscellaneous line, there has been greater activity, chiefly in Express Stocks, and in Pacific Mail, which have fluctuated widely, the latter influenced by the manipulations of the rival factions, who are endeavoring to secure permanent control of the property, each faction for itself, of course. An opposition line was announced on Tuesday, and the announcement operated to the serious depression of the price of the stock, whence there was a sharp recovery late on Tuesday, which was however not maintained on Wednesday. The market closed buoyantly for the railways, and the express stocks, on an improved demand.

General business has been less active, since our last. There had been less doing in breadstuffs and provisions, until near the close, when a more active demand set in for flour, wheat, oats, pork, and bacon which closed buoyantly. Cotton has been less freely dealt in, partly on account of the three days silence of the cable, and partly because of the unfavorable advices which came to hand, on the resumption of telegraphic communication, between Liverpool and New York, on Monday. The closing transactions indicated a heavy and yielding market. Middling cotton closed heavily on Wednesday at 18 $\frac{1}{4}$ @19 $\frac{1}{2}$ cents, as the extremes per lb. The stock of cotton now here is estimated at about 26,500 bales. The receipts at the port this week, have averaged about 2,850 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; last year; estimated stock at close of the year, 80,296 exports, 1,554,664 bales, against 1,557,054 bales bales, against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 202,000 bales, against 228,000 bales same time last year; exports, same time, 65,400 bales, against 87,300 bales same time last year; stock on hand at latest dates, 135,800 bales, against 268,400 bales same date last year. Beever have been more freely offered and have been in less demand, since our last, at 8@16c., as extremes. Calves have been salable and firm at from 10@13c. Sheep and lambs have been in large supply and

moderate request at the reduced figures of 3¼¢ @ 6c., and 5¢ @ 7c., respectively. Swine have been fairly active at from 6¢ @ 6½¢. per lb., live weight. The week's receipts have been 6,970 beeves, 1,255 calves, 35,891 sheep and lambs, and 39,771 swine. In Foreign merchandise some increase of activity can be noted in dry goods and groceries; but as rule, the market for imported articles has been same and weak. The total imports of foreign dry goods, last week, were \$1,881,967, and the total amount marketed \$1,090,136. The value of foreign merchandise imported last week, was \$3,270,755—making the grand total specie value of last week's imports of dry goods and merchandise, \$5,102,722, and since Jan. 1, 1867, \$214,826,880, against \$254,614,660 same time in the preceding fiscal year. The ocean freight market has been moderately active, since our last, with 498 vessels of all classes in port. For Liverpool we quote flour at 2s. 6d. @ 2s. 9d. per bbl.; grain at 8½¢ @ 9d. per bushel; cotton at ¼¢ @ ½¢. per lb.; and heavy goods at 30s. @ 40s. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for the week ending Nov. 12, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	\$2,954,821	\$4,663,445
Prev. reported.....	161,362,447	156,808,171

Since January 1.....\$164,317,268 \$161,471,616

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods.....	\$1,851,683	\$1,381,967
Gen. merchandise.....	3,394,741	3,720,755

Total for the week.....\$5,246,424
Previously reported... 249,368,236 209,724,158

Since January 1.....\$254,614,660 \$214,826,880

The balance in the Sub-Treasury on Wednesday was \$107,641,022 28.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 7s, Bounty Loan, coupon 107¼; do., reg., 107½; do., 6s, 1873, 100½; do., 1877, 100½; do., 1883, 93; do., 1887, 93¾; Georgia State 7s, 82¾; Brooklyn 6s, W. L., 96; Great Western 2d mort., 70; Long Docks bonds, 98¾; N. Jersey Central, 120; do., 1st mort., 104; Ohio and Mississippi 1st mort., 88½; Chicago and Great Eastern 1st mort., 65; Rome, Watertown and Ogdensburg R. R., 105; Indianapolis and Cincinnati R. R., 68; Joliet and Chicago R. R., 95; Boston Water Power Co., 18½; Adams' Express Co., 72¾; Wells-Fargo Express, 52½; U. S. Express, 73½; Merchants' Union Exp., 34; Am. Exp., 72; Western Union Telegraph, 32½; do., bonds, 81; Central Coal, 41; Park Bank, 145; Union Bank, 113; Phoenix Bank, 104; Metropolitan Bank, 130; Hanover Bank, 110½; Fourth National Bank, 105; Bank State of New York, 105; Ocean Bank, 103; Am. Ex. Bank, 110; Bank of Commerce, 116; Nassau Bank, 104½; Central National Bank, 104; Ninth National Bank, 103¾; Bank of Commonwealth, 108½; Seventh Ward Bank, 110; City Bank, 200; American Flag, 0.60; Bates and Baxter, 0.50; Benton Gold, 0.51; Consol. Gregory Gold, 5.85; Corydon, 0.50; Davidson Copper, 0.87; Edgehill Mining Co., 4.00; Gunnel Gold, 1.25; Harmon G. & S., 15.05; La

Crosse Gold, 0.53; Liberty Gold, 0.04; New York and Eldorado, 1.65; New York Gold, 0.80; Nye Gold, 0.02; Peoples' G. & S., 0.21; Quartz Hill Gold, 1.20; Rocky Mt., 0.80; Reynolds Gold, 0.02; Rutland Marble, 9.00; Smith and Parmales, 3.60; Wallkill Lead, 0.42; Pit Hole Creek petroleum, 0.85; Clinton, 1.35; Bennehoff Run, 3.00; Buchanan Farm, 0.50.

Philadelphia.—Belvidere Delaware bonds, 82; Reading 6s, 1844-'80, 91; Connecting R. R. bonds, 88½; Phila., Wil. and Balt., R. R., 52¾; Germantown Passenger R. R., 26½; Union Passenger R. R., 37½; West Philadelphia, R. R., 60; 13th and 15th streets R. R., 18; Pennsylvania State 6s, 1st series, 103½; do., 2d series, 105½; 3d series, 106; Big Mt. Coal, 3; Ocean Oil, 4; Dalzell, ½; City Bank, 71; Girard Bank, 56; Mechanics' Bank, 30¼. The latest quotations are: City 6s, 97¼@97½; do., free of tax, 101½@101¾; State 6s, reg., 96½@97; do., coupon, 94¾@95; do., 6s, W. L., 101½@102½; Reading, 48½@48¾; do., 6s, 1870, 94@95; do., bonds, 91@91½; Camden and Amboy, 124¼@125; do., 6s, 1889, 92½@93; do., 1883, 86½@87; Penn. R. R., 49¾@50; do., 1st mort., 98¾@99; do., 2d mort., 93½@93¾; Little Schuylkill R. R., 22@25; Morris Canal, 35¼@36; do., pref., 89@90; do., bonds, 83@85; Wyoming Valley Canal, 40@40; do., 6s, 75@80; Susquehanna Canal, 12@14; do., 6s, 57@60; Sch. Nav., 9@11; do., pref., 19½@20¾; do., 6s, 1882, 70@71; Union Canal bonds, 15@20; Delaware Div. Canal, 46@47; do., bonds, 80@90; El-mira and Williamsport, 30@30; do., pref., 42@45; do., 7s, 1873, 92@94; do., 5s, 60@62; Lehigh Coal and Navigation, 31@31½; do., bonds, 1884, 81@82; North Pennsylvania, 31@32; do., 6s, 86@87; Philadelphia and Erie, 24@24; do., 6s, 89@90½; Minehill, 56¾@57; Catawissa, 8@11; do., pref., 20¾@21; Lehigh Valley, 49¾@50; do., bonds, 91@91½; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 77@77; West Philadelphia, 60@61; Spruce and Pine, 24@27; Green and Coates, 31@31½; Chestnut and Walnut, 45¾@50; Thirteenth and Fifteenth, 18@18¾; Girard College, 26½@29; Tenth and Eleventh, 64@67; Union, 37@40; Hestonville, 10½@11.

Boston.—Boston, Hartford and Erie 7s, 56¼; Rutland 2d mort., 33¼; Old Colony and Newport 7s, 1877, 100¾; do., 6s, 1875, 93; New York and Boston Air Line 6s, 49; Boston, Concord and Montreal 6s, 1889, 94½; Western R. R. 6s, 1875, 97½; Ogdensburg 1st mort., 99; do., 2d mort., 55; Vermont Central and Vermont and Canada 8s, 1877, 101¼; Boston and Maine R. R. Rights, 3; Connecticut and Pass. Rivers R. R., 80¼; Worcester and Nashua R. R., 115; Indianapolis and Cincinnati R. R., 35; Norwich and Worcester R. R., 96; Taunton Branch R. R., 112¼; Boston Water Power Co., 18½; Cary Land Co., 7¾; Ophir (N. S.) gold, 1.62½; Maine 6s, 1889, 98½; New Hampshire 6s, 98; Boston 6s, currency, 1376, 102; Chicago 7s, Municipal, 92; do., sewerage, 93¾; Salem 6s, 1877, W. L., 99¼; do., 10-50, currency, 97¾; Bangor 6s, 1874, 91¼; Bath 6s, 1891, 92; Portland 6s, 1887, 93¾; St. Louis 6s, Harbor Imp., 82; do., 1876, Municipal, 83¼; Albany 6s, 1890, 95¾; Lynn 6s, 1887, 98; Augusta 6s, 1870, 97; Shawmut National Bank, 111; Suffolk National Bank, 114½; Maverick National Bank, 104¼; Blackstone National Bank, 128; State National Bank,

102¾; Boyleston National Bank, 135¾; Mt. Vernon National Bank, 110; Merchants' National Bank, 111; Hide and Leather National Bank, 145; North National Bank, 110; Traders' National Bank, 97½; Everett National Bank, 105; Exchange National Bank, 144¾; Howard National Bank, 104¾; Third National Bank, 111¾; Union National Bank, 123; Allouez Mining Co., 3¾; Concord, 3; Calumet, 30; Hancock, 13; Humboldt, 1½.

Baltimore.—Virginia Coupon 6s, new, 40; do., old, reg., 38½; do., 1866@1867, 36; Marietta and Cincinnati 1st mort., 85; Atlantic Coal, 0.80; George's Creek, 60½; Gardner Hill, 1.25; Central Ohio R. R., 32½; Bank of Baltimore, 106½; Franklin Bank, 13½; Mechanics' Bank, 9½; Union Bank, 57¼. The latest quotations are: Balt. and Ohio, 115½@116¾; do., 6s, 1875, 98@100; do., 1880, 98@99; do., 1885, 97½@97½; Northern Central, 42@42½; do., bonds, 1885, 84¾@85; do., 1900, 81@82½; N. W. Va., 17@18; do., 1st mort., 91@94¼; do., 2d mort., 90@92; do., 3d mort., 1873, 89½@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 84¾@85; do., 2d mort., —@65; Central Ohio, 3d¼@32¾; do., 1st mort., 81@85; Western Md. 6s, 1890, 75@77; do., guar., 90@90; Maryland 6s, coupon, 1870, 100¾@101; do., Ins., 100¼@101¼; do., 1890, 100¼@100¾; Baltimore 6s, 1870, 98@98½; do., 1873, 95—; do., 1875, 96¾@97; do., 1886, 98@98; do., 1890, 99@99¼; do., coupon, —@97; do., Park, 97@99; do., 1893, 93½@94; do., 5s, 1883-70, 80@81; City Passenger R. R., 19@20; Canton Co., 42½@—; Gardner, 1.00@1.40; Am. Gas Coal, 0.65@0.75; Maryland Anthracite Coal, 2@4½; George's Creek, 61@63½; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.80@0.50; Atlantic Coal, 0.76@0.80; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

Another Mexican Railway Grant.

The Mexican Government has chartered a company, headed by Senores Abdon Morales Montenegro and Manuel B. da Cunha Reis, who are to construct a railway from the north side of the city of Mexico, *via* Tlalnepantla, Cuantitlan, Zumpango, Tizayuca, Tulancingo, Huanchinango and Hico, to the river Tuxpan. From this point on the Rio Tuxpan steamboats are to connect the road with the ports of Tuxpan and Tampico. A branch road is to be built also to Pachuca. A telegraph line is also to be constructed along the road. The whole work is to be finished in five years. The concession of public lands, &c., is for sixty years. The main features of the grant are like those of the Tehuantepec road. It is dated October 16, 1867.

Hon. Emilie La Sere, through whose instrumentality authority has been obtained from President Juarez for the opening of interoceanic communication on the Isthmus of Tehuantepec, arrived in New Orleans from Vera Cruz on the 28th ult. The enterprise excites unusual interest in that part of the country.

The following gentlemen have been elected directors of the Atlantic Mail Steamship Co. for the ensuing year: Geo. B. Hartson, Spencer K. Green, Chas. A. Meigs, O. W. Joslyn, Fred. Butterfield, William H. Seward, Jr., and A. W. Dimock.

Railroad Earnings--Weekly.

The earnings of the Chicago and Alton Railroad for the first week in November, 1867, were\$89,753 00
Corresponding period previous year... 77,325 00

Increase\$12,428 00

The earnings of the Michigan Central Railroad for the 1st week in Nov., 1867, were...\$96,842 69
Corresponding week of previous year.. 97,142 28

Decrease\$299 59

The earnings of the Chicago and Northwestern Railroad for 1st week in Nov., 1867 ..\$300,021 00
Corresponding week previous year .. 246,842 00

Increase\$53,679 00

The earnings of the Detroit and Milwaukee Railroad for the week ending November 7, 1867, were\$42,909 00
Corresponding week of 1866 39,962 00

Increase\$2,947 00

The earnings of the Chicago and Rock Island Railroad for the first week in Nov., 1867, were\$122,000 00
Corresponding week of previous year. 104,400 00

Increase\$17,600 00

The earnings of the Atlantic and Great Western Railway for the first week in Nov., 1867, were.....\$104,431 00
Corresponding week previous year... 116,078 00

Decrease\$11,647 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Nov., 1867, were\$101,693 00
Corresponding week of 1866 100,076 00

Increase\$1,617 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in Nov., 1867...\$30,391 00
Corresponding week previous year.... 22,566 00

Increase\$7,825 00

The earnings of the Western Union Railroad for the first week in Nov., 1867.....\$41,038 84
Corresponding week previous year.... 38,690 59

Increase\$7,348 25

The receipts of the Des Moines Valley Railroad for the fourth week in October, 1867, were \$23,557 89; same time in 1866, \$21,396 65; increase, \$2,161 24, and for the quarter ending Oct. 31, 1867, \$221,806 95; same time in 1866, \$189,203 29; increase, \$32,603 66.

The earnings of the Virginia and Tennessee Railroad for the first week of Nov., were \$19,437, an increase of \$655 on the same week last year. Total for the fiscal year commencing 1st of July, \$332,687, an increase of \$57,832 on same time in 1866.

A suit against the Southern Express Co., has just been decided at Blountsville, Tenn., in which the plaintiffs claimed damages for goods destroyed by the Federal troops on an express car in Virginia. The Express Company plead that their bills provided against damages for loss by fire or the common enemy. Judge Butler decided that the Federal troops were not a common enemy, and rendered a verdict for sixteen thousand dollars against the company.

The survey of the branch route of the Wilmington and Birdsboro' Railroad has just been completed. It will form a junction with the Westchester Railroad a short distance below their depot at Westchester.

Journal of Railroad Law.**THE RIGHT OF RAILROAD COMPANIES TO KEEP SEPARATE WHITE AND BLACK PASSENGERS—DECISION BY THE PENNSYLVANIA SUPREME COURT.**

A decision was rendered in the Supreme Court at Pittsburgh, Penn., on the 4th inst., in a case involving the right of railroad companies or carriers to keep separate black and white passengers. The case in which the question originated was that of a colored woman being compelled to occupy a different seat in a railroad car of the defendants than the one she had selected. She soon after brought suit for damages, and obtained a verdict in the lower court, but the defendants appealed and the case was fully argued before the Supreme Court, which has just announced its decision, reversing the judgment of the court below, and ordering a new trial. The opinion of the Court was delivered by Judge Agnew, which was sustained by Chief Justice Woodward, and Judges Thompson and Strong. Justice Reed alone dissenting. Below we give the opinion of the Court in full:

Philadelphia and West Chester Railroad Co., vs. Mary E. Miles. Eastern District. Error to Common Pleas of Philadelphia Co.

AGNEW J. It is admitted that no one can be excluded from carriage by a public carrier on account of color, religious belief, political relations, or prejudice. But the defendants asked the Court to say if the jury believed that the seat which the plaintiff was directed to take, was in all respects a comfortable, safe and convenient seat, not inferior in any of these respects to the one she was directed to leave, she could not recover. The case, therefore, involves no assertion of the inferiority of the negro to the white passenger; but conceding his right to be carried precisely on the same footing with a white man, it appears to be not unreasonable to assign places in the cars to passengers of each color. The simple question is, whether a public carrier may, in the exercise of his private right of property, and in due performance of his public duty, separate passengers by any other well defined characteristic than that of sex. The ladies' car is known upon every well regulated railroad, implies no equal cost of right on the part of the excluded sex, and its propriety is doubted by none.

This question must be decided upon reasonable grounds. If there be no clear and reasonable difference to base it upon, separation cannot be justified by mere prejudice. Nor is merit a test. The negro may be proud of his service in the field as a defender of his country. But it was not thought indefensible to separate even white soldiers from other passengers. There is a clear and well founded difference between the civil and military character, and the separation of soldiers from citizens implied no want of inequality, but a sound regulation of the right of transit.

The right of the carrier to separate his passengers is founded upon two grounds—his right of private property in the means of conveyance and the public interest. The private means he uses belong wholly to himself, and implies the right of control for the protection of his own interest, as well as the performance of his public duty. He may use his property, therefore, in a reasonable manner. It is not an unreasonable regulation to seat passengers so as to preserve order and decorum, and to prevent contacts and collisions, arising from natural or well known customary repugnances, which are likely to breed disturbances by a promiscuous sitting. This is a proper use of the right of private property, because it tends to protect the interests of the carrier, as well as the interests of those he carries. If the ground of regulation be reasonable, courts of justice cannot interfere with his right of property. The right of the passenger is only that of being carried safely, and with a due regard to his personal comfort and convenience, which are promoted by a sound and

well regulated separation of passengers. An analogy and an illustration are found in the case of an inn-keeper, who, if he have room, is bound to entertain proper guests; and so a carrier is bound to receive passengers. But a guest in an inn cannot select his room or his bed at pleasure; nor can a voyager take possession of a cabin or a berth at will, or refuse to obey the reasonable orders of the captain of the vessel. But, on the other hand, who would maintain that it is a reasonable regulation, either of an inn or a vessel, to compel the passengers, black or white, to room or bed together? If a right of private property confers no right of control, who should decide a contest between passengers for seats or berths? Courts of justice might interfere to compel those who perform a business concerning the public, by the use of private means, to fulfill their duty to the public; but not a whit beyond.

The public also has an interest in the proper regulation of public conveyances, for the preservation of the public peace. A railroad company has the right and is bound to make reasonable regulations to preserve order in their cars. It is the duty of the conductor to repress tumults as far as he reasonably can, and he may on extraordinary occasions, stop his train and eject the unruly and tumultuous. But he has not the authority of a peace officer to arrest and detain offenders. He cannot interfere in the quarrels of others at will merely. In order to preserve and enforce his authority as the servant of the company, it must have a power to establish proper regulations for the carriage of passengers. It is much easier to prevent difficulties among passengers by regulations for their proper separation, than it is to quell them. The danger to the peace engendered by the feeling of aversion between individuals of the different races, cannot be denied. It is the fact with which the company must deal. If a negro takes his seat beside a white man, or his wife, or daughter, the law cannot repress the anger or conquer the aversion which some will feel. However unwise it may be to engender the feeling, human infirmity is not always proof against it. It is much wiser to avert the consequence of this repulsion of race by separation, than to punish afterward the breach of the peace it may have caused. These views are sustained by high authority. Judge Story, in his Law Bailments, stating the duty of passengers "to submit to such reasonable regulations as the proprietors may adopt for the convenience and comfort of passengers as well as for their own proper interests," says, "the importance of the doctrine is felt more strikingly in cases of steamboats and railroad cars." S. 691 a see also, S. 476 a. Angel on Claims, S. 528; 1 American Railway Cases, 393, 394.

The right to separate being clear in proper cases, and it being the subject of sound regulation the question remaining to be considered is, whether there is such a difference between the white and black races within this State, resulting from nature, law and custom, as makes it a reasonable ground of separation. The question is one of difference, not of superiority or inferiority. Why the Creator made one black and the other white, we know not; but the fact is apparent, and the races distinct, each producing its own kind, following the peculiar law of its constitution. Conceding equality, with natures as perfect and rights as sacred, yet God has made them dissimilar, with those natural instincts and feelings which He always imparts to His creatures when He intends that they shall not overstep the natural boundaries He has assigned to them. The natural law which forbids their intermarriage, and that of social amalgamation which leads to a corruption of races, is as clearly Divine as that which imparted to them different natures. The tendency of intimate social intercourse is to amalgamation contrary to the law of races. The separation of the white and black races upon the surface of the globe is a fact equally apparent. Why this is so, it is not necessary to speculate, but the fact of a distribution of men by race and color is as visible in the providential arrangement of the earth

as that of heat and cold. The natural separation of the races is therefore an undeniable fact, and all organizations which lead to their amalgamation are repugnant to the law of nature. From social amalgamation it is but a step to illicit intercourse, and but another to intermarriage. But to assert separateness is not to declare inferiority in either—it is not to declare one a slave and the other a freeman; that would be to draw the illogical sequence of inferiority from difference only. It is simply to say that following the order of Divine Providence, human authority ought not to compel these widely separated races to intermix. The right of such to be free from social contact is as clear as to be free from intermarriage. The former may be less repulsive as a condition, but not less entitled to protection as a right. When, therefore, we declare a right to maintain separate relations, as far as reasonably practicable, but in a spirit of kindness and charity, and with due regard to equality of rights, it is not prejudice, nor caste, nor injustice of any kind, but simply to suffer men to follow the law of races, established by the Creator himself, and not to compel them to intermix contrary to their interests.

Nor can we disregard the laws and customs of the State. Indeed, these must be our guide, leaving it to the Legislature to correct the errors of the law, or its departure from that justice which should ever be its foundation. It is unnecessary to recur to the original condition of negroes as slaves in Pennsylvania, or to trace the legislation of the provinces distinguishing them from freemen. Nor need we, for the purpose of defining the status of the negro, refer to that great law of emancipation in 1780, whose preamble, the most beautiful and expressive ever prefixed to a human statute, only professed to extend to the black race a "portion" of our own freedom. We have a later and an authoritative guide, the solemn decision of this Court, in 1837, in the case of *Hobbs vs. Fogg*, 6 Watts, 553. The opinion comes from the pen of the late C. J. Gibson, and bears the imprint of his remarkable intellect. It is there shown from the laws, constitutions and customs of the State, and from a former decision of the High Court of Errors and Appeals, that the status of the negro never fell within the term "freemen" in the several constitutions; and that the emancipation act of 1780 did not elevate him to the citizenship of the State. And in 1838 the people of this Commonwealth, by an express amendment of their Constitution, drew the line distinctly between the white citizens and black inhabitants of the State.

It is clear, therefore, that under the Constitution and laws, the white and black races stand in a separate relation to each other. We find the same difference in the institutions and customs of the State. Never has there been an intermixture of the two races, socially, religiously, civilly or politically. By uninterrupted usage the blacks live apart, visit and entertain among themselves, occupy separate places of public worship and amusement, and fill no civil or political stations, not even sitting to decide their own causes. In fact, there is not an institution of the State in which they have mingled indiscriminately with the whites. Even the Common School Law provides for separate schools when their numbers are adequate. In the military service, also, they were not intermixed with white soldiers, but were separated into companies and regiments of color, and this not by way of disparagement, but from motives of wisdom and prudence, to avoid the antagonisms of variant and unmixable races. Law and custom having sanctioned a separation of races, it is not the province of the judiciary to legislate it away. We cannot say there was no difference in fact, when the law and the voice of the people had said there was. The laws of the State are found in its constitution, statutes, institutions and general customs. It is to these sources Judges must resort to discover them. If they abandon these guides, they pronounce their own opinions, not the laws of those whose officers they are. Following these guides, we are com-

pelled to declare that at the time of the alleged injury, there was that natural, legal and customary difference between the white and black races in this State which made their separation as passengers in a public conveyance the subject of sound regulation, to secure order, promote comfort, preserve the peace and maintain the rights both of carriers and passengers. The defendants were therefore entitled to an affirmative answer to the point recited at the beginning of this opinion. It only remains to add that this cause arose before the passage of the act of 22d March, 1867, declaring it an offence for railroad companies to make any distinction between passengers on account of race or color, and our decision pronounces the law only as it stood when the case arose, leaving the act to operate upon such cases as shall fall within its provisions. Indeed, the act itself is an indication of the legislative understanding of how the law stood before.

Iron Railroad.

This road is about 13 miles in length connecting at Ironton on the Ohio river, and extending via La Grange, Vesuvius, Pine Grove, Etna, Lawrence Furnace and Bartles' Centre, in Lawrence Co., Ohio. It is now proposed to extend this road to a connection with the Portsmouth Branch of the Marietta and Cincinnati Railroad, some 10 or 12 miles further. For the purpose of raising the necessary means to accomplish this object, a meeting of the stockholders and citizens of Ironton was held on the 28th ult., at which a proposition from the directors of the company was submitted by the President, accompanied by a statement that "the lowest possible value that could be placed on the property now owned by the Iron Railroad Co. is equal to the sum \$138,650 (incumbered by \$35,000 in bonds), and that it is just the kind of property which a new company would require if an entire new railroad was projected. This property the directors now offer to new stockholders, for the reduced sum \$134,778, being the net amount of stock held by the present stockholders, which stock, the Directors, if they desired it, have no power or authority to reduce, or destroy; but which they now tender to citizens wishing to extend their road, and place the city of Ironton and Lawrence county in connection with the traveling world; thereby securing to them those advantages, in railroad communications, the want of which has so much retarded the growth and prosperity of the city, on terms as liberal, in their opinion, as the law will permit."

The plan proposed by the directors, as subsequently modified by them, at the suggestion of the Citizens' Committee, reads as follows:

- 1st. That the sum of \$150,000, and as much more as may be obtained, of responsible subscription to new stock, be subscribed, which, with the proceeds of \$200,000 in bonds to be issued, shall be applied to the construction of said road, and the liquidation of the present mortgaged debt.
- 2d. That said subscription shall be paid in on calls of 10 per cent. every two months. The first installments of the 10 per cent. being payable as soon as \$150,000 is subscribed.
- 3d. That the work shall be so prosecuted as to insure a completion of the entire road to such connection, as soon as practicable.
- 4th. The stock subscriptions to be binding when \$150,000 is subscribed.
- 5th. The present stock of the Iron Railroad company, amounting to the sum of \$134,778, subject to a deduction of \$1,558 84 unpaid of original subscriptions, leaving \$133,189 17 of actual paid up stock, now in said company, to be share and share alike with the new stock.

The above plan was adopted, and the sum of \$52,000 subscribed, with the understanding that the subscriptions were to be binding only when the whole amount of \$150,000 was obtained.

Swaged Wrought Iron Chairs.

We ask the special attention of railroad men to the New Swaged Rail Chair just introduced into market by the VAN ANDEN RAIL CHAIR COMPANY, of Poughkeepsie, N. Y., whose advertisement appears in our columns.

Mr. Van Anden, the inventor, is well known in this business as the patentee of a wrought chair which for many years past has deservedly maintained its claims of superiority.

His new chair is the result of many years of practical experience and observation, and combines the merits of strength and durability of the wrought iron chairs now in use with the improved form of the rolled chair.

Illinois Central Railroad.

The statement of this Company for the month ending October 31, 1867, is as follows:

LAND DEPARTMENT.

Acres Construction Lands	
Sold	22,339.14 for \$206,547 65
Acres Int. Fund Lands	
sold	1,085.36 for 14,364 07
Acres Free Lands sold..	6,698.67 for 83,365 08
Total sales during month of October, 1867.	80,123.17 for \$304,276 80
To which add Town Lot Sales	1,080 00

Total of all 80,123.17 for \$305,306 80
Cash collected in October \$474,457 85

TRAFFIC DEPARTMENT.

Receipts from Freight	\$480,241 00
do. Passengers	180,900 21
do. Mails	6,353 33
do. Rent of Road	4,000 00
do. Other Sources	110,000 00

Total Receipts in October, 1867. \$761,499 54
Total Receipts in October, 1866. \$639,194 67

Running Horse Cars on Sunday.

The Supreme Court of Pennsylvania, sitting at Pittsburg, has dissolved the injunction, granted some months since, by Justice Strong, *at nisi prius* in the case of *Sparrowhawk et al. vs. the Union Passenger Railway Co. of Philadelphia*, restraining the passenger railway companies of that city from running their cars on Sunday. The justices who concurred in dissolving the injunction are Woodward, Thompson and Read; the dissenting justices being Strong and Agnew. The opinion of the Court is that the remedy of those who oppose the running of the cars is by action at law, and not in equity, as in the present suit. Justice Read, in a lengthy opinion, takes the broad ground that the running of cars on Sunday is "a work of necessity and charity."

Chile and Buenos Ayres Railroad.

A company has been formed in Buenos Ayres for the purpose of constructing a railway from that city to the Chilean frontier. The proposed road is under the direction of a German Engineer named Otto von Armen. The route will be from Chillico, Buenos Ayres, in a straight line to the Planchon Pass, in the Andes, connecting the present Western Railroad of Buenos Ayres with the Southern Chilean Railroad.

A horse railroad is soon to be opened between Newark and Clinton.

Owensboro' and Russellville Railroad.

We learn from the Owensboro', Ky., *Monitor* that the preliminary surveys of the proposed routes of this road between that city and Cahoon, have been completed. Owensboro' is in Daviess County, on the Ohio River, and Russellville, in Logan County, is a point on the Memphis Branch of the Louisville and Nashville Railroad, about 25 miles south of the junction with the main stem. The whole length of the road will be between 60 and 70 miles. The surveys were conducted by Mr. H. W. Scott.

In the matter of the application of John McDonald vs. the Commissioners of Emigration, on the motion for mandamus to compel them to admit the relator to the Emigrant depot at Castle Garden, as the Agent of the Pennsylvania Railroad Co., Judge Barnard has decided that—"The Pennsylvania Railroad Company, being a foreign company, has no standing in court, as the act expressly prevents such corporations from having an agent in Castle Garden. The motion, as far as they are concerned, is denied with costs."

The officers of the Boston and Albany Railroad elected at the meeting of the new board of directors on the 80th ult., are as follows: President, Chester W. Chapin, of Springfield; Treasurer, Charles E. Stevens, of Boston; Clerk, James A. Rumrill, of Springfield.

500 MILES

OF THE

Union Pacific Railroad

Running West from Omaha

**Across the Continent,
ARE NOW COMPLETED.**

The Union Pacific Railroad Company have built a longer line of railroad in the last eighteen months than was ever built by any other company in the same time, and they will continue the work with the same energy until completed. The Western Division is being pushed rapidly eastward from Sacramento by the Central Pacific Company of California, and it is expected that

THE ENTIRE GRAND LINE

to the Pacific will be open for business in 1870. MORE THAN ONE-THIRD OF THE WORK HAS ALREADY BEEN DONE, MORE THAN ONE-THIRD OF THE WHOLE LINE IS NOW IN RUNNING ORDER, AND MORE LABORERS ARE NOW EMPLOYED UPON IT THAN EVER BEFORE. More than

Forty Million Dollars in Money

have already been expended by the two powerful companies that have undertaken the enterprise, and there is no lack of funds for its most vigorous prosecution.

The Union Pacific Company therefore offer their First Mortgage Bonds to the public with the assurance that they represent the largest and most valuable corporate property in the world. The first question asked by an investor is, "Are the bonds safe?"—the second, "Are they profitable?" To answer, in brief:

1. The early completion of the whole line is as certain as any future business event can be.
2. The Union Pacific Railroad bonds are issued upon what promises to be one of the most profitable lines of railroad in the country. For many years it must be the only line connecting the Atlantic and Pacific; and being without competition, it can maintain remunerative rates.
3. The net earnings of the sections already finished are several times greater than the gold interest upon the First Mortgage Bonds upon such sections, and if not another

mile of the road were built, the part already completed would not only pay interest and expenses, but be profitable to the Company.

4. The Union Pacific Railroad Bonds can be issued only as the road progresses, and therefore can never be in the market unless they represent a *bona fide* property.

5. Their amount is strictly limited by law to a sum equal to what is granted by the U. S. Government, and for which it takes a second lien as its security. This amount put upon the first 517 miles west from Omaha is only \$16,000 per mile.

6. The fact that the U. S. Government considers a second lien upon the road a good investment, and that some of the shrewdest railroad builders of the country have already paid in five million dollars upon the stock (which is to them a third lien), may well inspire confidence in a first lien.

7. Although it is not claimed that there can be any better securities than Governments, there are parties who consider a first mortgage upon such a property as this the very best security in the world, and who sell their Governments to re-invest in these bonds—thus securing a greater interest.

8. As the Union Pacific Railroad bonds are offered for the present at 90 cents on the dollar and accrued interest, they are the cheapest security in the market, being more than 15 per cent. less than U. S. stocks.

9. At the current rate of premium on gold, they pay

OVER NINE PER CENT. INTEREST.

FIRST MORTGAGE BONDS whose principal is so amply provided for, and whose interest is so thoroughly secured, must be classed among the *safest* investments. They pay

SIX PER CENT. IN GOLD,

and are offered for the present at NINETY CENTS ON THE DOLLAR, and accrued interest at Six Per Cent. in Currency from July 1.

Subscriptions will be received in New York at the Company's Office, No. 20 Nassau street, and by CONTINENTAL NATIONAL BANK, 7 Nassau st., CLARK DODGE & CO., Bankers, 51 Wall st., JOHN J. CISCO & SON, Bankers, 83 Wall st., and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds payable in New York, and the bonds will be sent free of charge by return express. A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.

October 28th, 1868.

LELAND BROS. & CO.,

BANKERS.

22 Nassau Street,

Dealers in Government Securities, Gold, Exchange, Notes, &c.

Stocks and Bonds Bought and Sold on Commission.

Interest allowed on Deposits, subject to Draft at Sight.

F. L. LELAND, MEMBER GOVT. SECURITIES BOARD.

C. H. LELAND, MEMBER GOLD EXCHANGE.

WM. CARPENTER, MEMBER N. Y. STOCK EXCHANGE.

OFFICE OF THE NEW YORK CENTRAL RAILROAD CO., ALBANY, NOV. 1, 1867.

THE ANNUAL ELECTION of Directors of this Company, and for three Inspectors of the next election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second WEDNESDAY (the 11th) of December next. The poll will be open at 11 o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors. ROBERT L. BANKS, Secretary.

THE NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, NOV. 2, 1867.

THE TRANSFER BOOKS of this Company will be closed at the close of business on SATURDAY, the 9th day of November instant, preparatory to the annual election for Directors of the Company, appointed to be held on the 11th day of December next, and will be reopened on the morning of THURSDAY, the 12th day of December next.

E. D. WORCESTER, Treasurer.

**F. & F. A. DANA,
ENGLISH AND AMERICAN
RAILROAD IRON,**

(OLD AND NEW.)

Pig. Scrap Iron and other Metals,
LOCOMOTIVES, RAILROAD CHAIRS AND SPIKES.

Old Rails Re-rolled or Exchanged for New.

Wall Street, New York.

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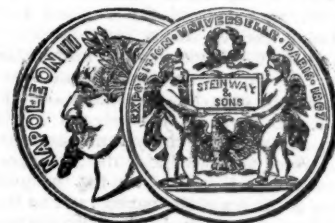
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SOLE AGENTS IN THE UNITED STATES FOR

Hellenbeck's best Refined German Steel.

Krebschloe's Double do. do. do.

Warranted Cast Steel Files.

Universal Exposition, Paris, 1867.**STEINWAY & SONS****TRIUMPHANT,**

Having been Awarded

The FIRST GRAND GOLD MEDAL

for American Grand, Square, and Upright Pianos: this Medal being distinctly classified *first* in order of Merit, over all other American exhibitors, and over more than 400 Pianos entered by nearly all the celebrated manufacturers of Europe.

In proof of which the following

OFFICIAL CERTIFICATE

of the President and Members of the International Jury on Musical Instruments (Class X) is subjoined:

PARIS, July 20, 1867.

I certify that the First Gold Medal for American Pianos has been unanimously awarded to Messrs. Steinway by the Jury of the International Exposition. First on the list in Class X.

MELINET, President of International Jury.

GEORGES KASTNER.

AMROISE THOMAS.

ED. HANSLICK.

F. A. GEVAERT.

J. SCHIEDMAYER.

Members
of the
International Jury.

This unanimous decision of the International Class Jury, endorsed by the Supreme Group Jury, and affirmed by the Imperial Commission, being the final verdict of the only tribunal determining the rank of the awards at the Exposition, places THE STEINWAY PIANOS AT THE HEAD OF ALL OTHERS.

The "Societe des Beaux Arts,"

(Society of Fine Arts, of Paris, known throughout Europe as one of the highest authorities on Music and Art Matters) unanimously awarded their only annual Testimonial Medal for 1867 to STEINWAY & Sons for the highest degree of perfection, most valuable inventions, and as exhibiting the greatest progress in the art of Piano-making, above all other exhibitors, at the Universal Exposition in Paris.

STEINWAY & SONS

Were also awarded a FIRST PRIZE MEDAL at the great International Exhibition, London, 1862, for powerful, clear, brilliant, and sympathetic tone, with excellence of workmanship as shown in Grand and Square PIANOS, in competition with 200 Pianos from all parts of the world.

STEINWAY & SONS, in addition to the above, have taken thirty-five First Premiums, Gold and Silver Medals, at the principal Fairs held in this country from the year 1855 to 1869 inclusive, since which time they have not entered their Pianofortes at any Local Fair in the United States.

EVERY PIANO is WARRANTED for FIVE YEARS.

Warerooms, First Floor of Steinway Hall,
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The undersigned, being the duly authorized Agent in the United States for the sale of **PEACOCK & BUCHAN'S CELEBRATED AND APPROVED PAINT COMPOSITIONS**, Nos. 1, 2, 3, and 4, solely manufactured in Southampton, England, invites the attention of Railroad car builders, owners and others to the **PAINT COMPOSITION No. 3, IN ALL COLORS AND TINTS**. It is hermetically soldered up in convenient sized tins of 7 lbs., 14 lbs., and 28 lbs. each, and warranted to keep good in any climate for many years. Being **MIXED READY FOR IMMEDIATE USE**, it will be found of great advantage, as it can be packed away like preserved meats, and will not deteriorate. It has been opened after **TEN YEARS** and found to be quite good and **READY FOR USE**. Being ground first on roller mills of polished granite, and then of burnished steel, by steam power, it is as fine as artist's color, and is applicable to the first-class Railroad Car, Counting House, or Drawing-Room, or the cabin of the yacht, steamer, or sailing ship—each tin forming a ready Paint Pot. It dries in a few hours, with a beautiful brilliant surface, without any stickiness or unpleasant smell, and stands longer than ordinary paint—never blistering, cracking, or flaking. **IT IS GENERALLY ADOPTED BY THE CHIEF RAILWAY COMPANIES OF EUROPE, AND IS CHEAPER AND BETTER THAN ANY OTHER PAINT IN THE MARKET.**

L. MORTON MONTGOMERY, Agent and Importer,
Office 27, Nos. 40 & 42 BROADWAY, N. Y.

OIL! OIL!! OIL!!!
FIRST PREMIUM.....PARIS, 1867.

EXPOSITION UNIVERSELLE!
PEASE'S IMPROVED OILS!
Acknowledged the Best in the World! The Highest Award over all others!

Grand Silver Medal and Diploma!
The Only One to the United States awarded to
F. S. PEASE,
For the Greatest Excellence in Oils for Lubricating and Burning.

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WORLD'S FAIR—TWO PRIZE MEDALS
Awarded to **F. S. PEASE** for Improved Engine, Signal, Lard, and Premium Petroleum, as the **Best made!**

These Improved Oils cost no more than many of the common oils in market, while they are endorsed by the greatest experience and highest authority in the United States and Europe, and offered to the public upon the most thorough, reliable, and practical tests as the Best Oils made for
Railroads, Steamers, and for Machinery and Burning.

F. S. PEASE, Oil Manufacturer,
Nos. 61 and 63 Main street, Buffalo, N. Y.
N. B.—Reliable orders filled for any part of the world.

ESTABLISHED IN 1836.
GEO. G. LOBDELL, Pres't. **WM. W. LOBDELL**, Sec.
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THE LOBDELL
Car Wheel, Tire & Machine Co.
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JAMES CLAYTON'S Patent Steam Pump and Steam Engine Combined. These Pumps contain every desirable quality in a Steam Pump, they are made of the best materials and in the best manner, and are the most reliable and Cheapest Steam Pumps in the market and are especially suitable for railroad stations, &c. Please send for Circular.

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For Bridges, Railroad Ties,
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Agents for Burnettizing Works, at Bangor, Me.

The Auburn File Works,
AUBURN, N. Y.

MANUFACTURERS OF

HAND CUT FILES OF THE BEST QUALITY, WARRANTED EQUAL TO ANY BRAND IN MARKET.

Railroad Companies, Machine Shops and Locomotive supplied on the lowest terms. 3m34

VAN ANDEN RAIL CHAIR COMPANY,



359 MAIN STREET,
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By their improved Machinery are enabled to offer

Swaged Wrought-Iron Rail Chairs
WITH CONTINUOUS BASE AND LIPS

The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

All orders will receive prompt attention. Samples sent on application.
PATENTED SEPT. 18th, 1866.

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RAILROAD IRON,
Bessemer Steel,

STEEL TYRES AND METALS.

Railroad Bonds and U. S. and other American Securities negotiated, and Credit and Exchange provided for U. S. or Continent.

Consignments solicited on the usual terms of any of the staples.

Special Counting and Reception Rooms available for Americans in London, with the facilities usually found at the Continental Bankers.

IRON BRIDGES.

The undersigned is prepared to Manufacture and Build in any part of the United States, at reasonable terms, Fink's Patent Iron Bridges, Plate and Lattice Bridges, Plate Girders for Fireproof Buildings, Iron Roofs, &c., etc. For plans and particulars apply to

C. J. SCHULTZ,
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RUBBER WORKS.

C. V. MEAD,
with an experience of Twenty Years, gives his entire attention to the manufacturing of

INDIA RUBBER
CAR SPRINGS, &c.,

ORDERS PROMPTLY FILLED.

Springs warranted to contain a larger per centage of Pure Rubber than any in the market.

GIVE THEM A TRIAL.

Send for one or more sets of any size, if not satisfied as to price or quality, return at our expense.

P. O. Address, **TRENTON, N. J.**

MEAD & MANNING,
June 8th, 1867.

PUMPS.

STEAM, POWER AND HAND PUMPS,
OF ALL SIZES. FOR

Railway Stations, Factories of all descriptions, Public and Private Water Works, &c., &c.

The Steam Ram for Feeding Boilers.

THE STEAM SIPHON FOR RAISING WATER.

Also, BLOWING ENGINES, AIR PUMPS, and all kinds of Hydraulic and Pneumatic Machinery. Send for Circulars to

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PLASTIC SLATE ROOFING
JOINT STOCK COMPANY.

OFFICE 157 (Room 19) BROADWAY,

NEW YORK.

W. C. POTTER, Vice Pres't. **LICENSES GRANTED.**
J. M. ALLEN, Sec. and Treas.

PLASTIC SLATE
FOR

Roofing & Other Purposes.

The process of reconstructing Slate Stones from a disintegrated state was

PATENTED FEBRUARY 21st, 1865.

It is a combination of

Pulverized Slate and Viscous Matter,

(the latter possessing qualities of geological and chemical affinity for the former), and is a development of one of the simple but unalterable tendencies of nature.

Is a Roofing Material it Stands Unrivalled.

A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and

Perfectly Fire-Proof,

It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

THE ELNATHAN SAMPSON

NEW AND IMPROVED

RAILROAD CAR WHEEL.

PATENTED, MAY 7, 1867.

This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

COLLINS & CO.'S NEW PATENT SCREW WRENCH.

THE STRONGEST AND MOST DURABLE WRENCH IN MARKET.



All Consumers have noticed that their wrenches first fail by reason of the forcing back of the handle, and by the springing of the bar. Our improvement remedies both these defects, the bars being finished wider than any other wrench in market, and the handle cannot be displaced, as all strain on it is prevented by the screw thimble, D. (see cut.) Already adopted as the best by the principal railroads and machine shops, and for sale by Hardware Dealers generally. Address

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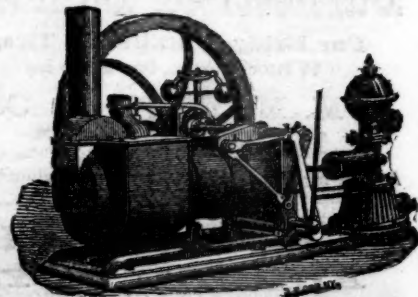
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